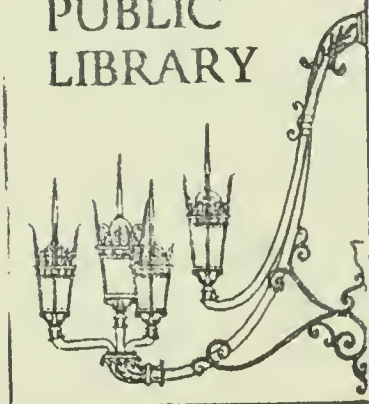


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THE BOSTON PLAN



CITY OF BOSTON / Kevin H. White, Mayor

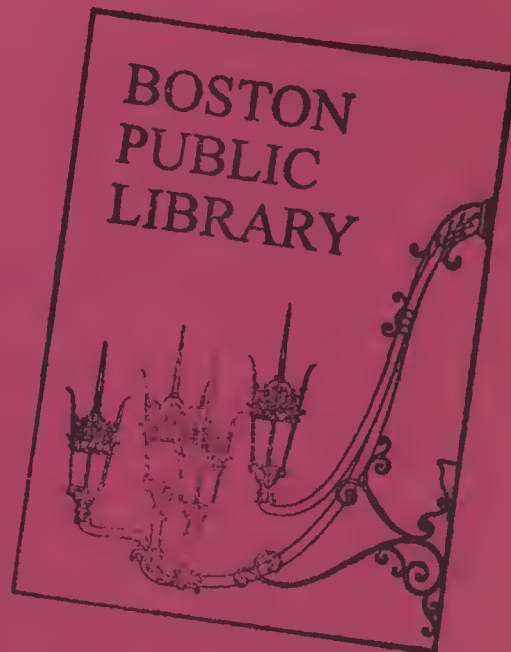
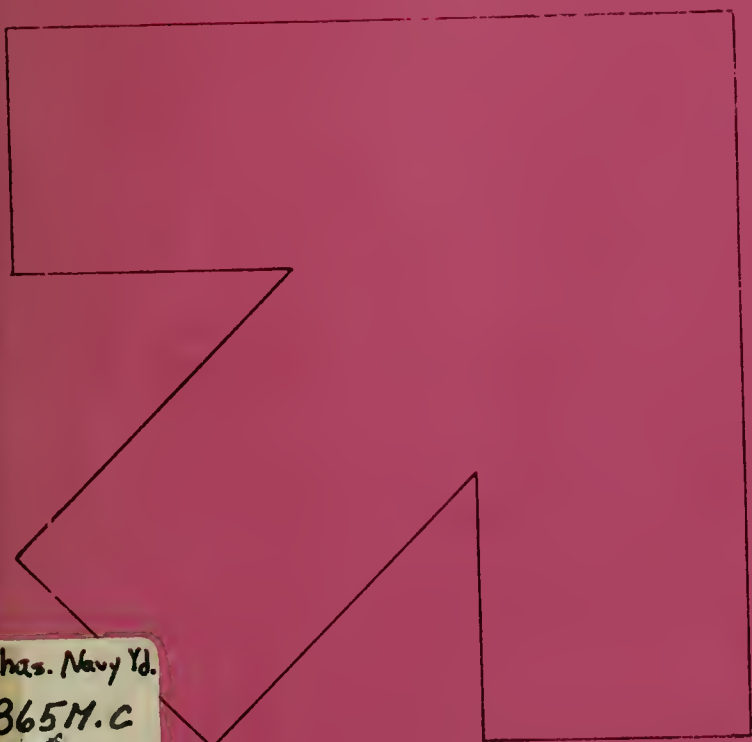
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Charlestown Shipyard

Application For
Urban Development
Action Grant



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CITY OF BOSTON
OFFICE OF THE MAYOR
CITY HALL, BOSTON

KEVIN H. WHITE
MAYOR

JAN 30 1978

Mr. Edward T. Pollack, Acting Area Office Director
Department of Housing and Urban Development
Area Office
15 New Chardon Street
Boston, MA 02114

Dear Mr. Pollack:

Transmitted herewith is an application for Federal financial assistance to the City of Boston in the amount of \$2,480,000 under the Urban Development Action Grant Program. Submission of this application has been authorized by City Council.

In support of the Boston Plan, these funds are required in order to carry out programs for the Charlestown Naval Shipyard UDAG project.

Approval of this project will result in furthering the objectives of the Boston Plan and will stimulate private investment, expand job opportunities for Boston residents, and increase Boston's tax base.

I urge your approval of this important Urban Development Action Grant Program.

Sincerely,

Kevin H. White
Mayor

CHARLESTOWN NAVAL SHIPYARD
URBAN DEVELOPMENT ACTION GRANT

January, 1978

An APPLICATION For FUNDING UNDER
SECTION 119 of the COMMUNITY DEVELOPMENT ACT of 1977

CITY OF BOSTON

Kevin H. White, Mayor

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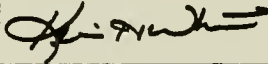
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PART I

APPLICATION FOR FEDERAL ASSISTANCE

** SF-424 REPLACES HUD-7015(11/75) Application for Federal Assistance

OMB Approval No. 29-R0218

FEDERAL ASSISTANCE		2. APPLICANT'S APPLICATION	a. NUMBER -	3. STATE APPLICATION IDENTIFIER	a. NUMBER 77121836
1. TYPE OF ACTION ☐ PREAPPLICATION ☒ APPLICATION (Mark appropriate box) ☐ NOTIFICATION OF INTENT (Opt.) ☐ REPORT OF FEDERAL ACTION		b. DATE 19 78 1 3	b. DATE Year month day ASSIGNED 19 77 12 27		
4. LEGAL APPLICANT/RECIPIENT a. Applicant Name : City of Boston b. Organization Unit : c. Street/P.O. Box : 1 City Hall Square d. City : Boston e. State : Mass. f. Contact Person (Name & telephone No.) : John Drew (725-4197) g. County : Suffolk h. ZIP Code: 02201			5. FEDERAL EMPLOYER IDENTIFICATION NO. E-046-001-380 6. PRO-GRAM (From Federal Catalog) a. NUMBER b. TITLE Urban Development Action Grant		
7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT Charlestown Naval Shipyard (see project description in notification of intent, page 4)			8. TYPE OF APPLICANT/RECIPIENT A-State B-Interstate C-Substate D-District E-County F-City G-School District H-Community Action Agency I-Higher Educational Institution J-Indian Tribe K-Other (Specify): Enter appropriate letter ☒ E		
9. TYPE OF ASSISTANCE A-Basic Grant B-Supplemental Grant C-Loan D-Insurance E-Other Enter appropriate letter(s) ☐ A			12. TYPE OF APPLICATION A-New B-Renewal C-Revision D-Continuation E-Augmentation Enter appropriate letter ☐ A		
10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.) Charlestown, Mass.		11. ESTIMATED NUMBER OF PERSONS BENEFITING NA		15. TYPE OF CHANGE (For 12c or 12d) A-Increase Dollars B-Decrease Dollars C-Increase Duration D-Decrease Duration E-Cancellation F-Other (Specify): NA Enter appropriate letter(s) ☐	
13. PROPOSED FUNDING a. FEDERAL \$ 2,480,000.00 b. APPLICANT .00 c. STATE * 500,000.00 d. LOCAL .00 e. OTHER ** 15,000,000.00 f. TOTAL \$ 17,980,000.00		14. CONGRESSIONAL DISTRICTS OF: a. APPLICANT 8, 9 & 11 b. PROJECT 8 16. PROJECT START DATE Year month day 19 78 4 1 17. PROJECT DURATION 24 Months 18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY Year month day 19 78 1 31		19. EXISTING FEDERAL IDENTIFICATION NUMBER NA	
20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code) Department of Housing & Urban Development					21. REMARKS ADDED ☐ Yes ☒ No
22. THE APPLICANT CERTIFIES THAT a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved. b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached:		d1 Office of State Planning d2 Metropolitan Area Planning Council (3)			
23. CERTIFYING REPRESENTATIVE a. TYPED NAME AND TITLE Kevin H. White, Mayor b. SIGNATURE  c. DATE SIGNED Year month day 19 78 1 30		25. APPLICATION RECEIVED Year month day 19			
24. AGENCY NAME		26. ORGANIZATIONAL UNIT		27. ADMINISTRATIVE OFFICE	
28. FEDERAL APPLICATION IDENTIFICATION		29. ADDRESS		30. FEDERAL GRANT IDENTIFICATION	
31. ACTION TAKEN ☐ a. AWARDED ☐ b. REJECTED ☐ c. RETURNED FOR AMENDMENT ☐ d. DEFERRED ☐ e. WITHDRAWN		32. FUNDING a. FEDERAL \$.00 b. APPLICANT .00 c. STATE .00 d. LOCAL .00 e. OTHER .00 f. TOTAL \$.00		33. ACTION DATE Year month day 19 34. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)	
35. REMARKS ADDED ☐ Yes ☐ No		36. STARTING DATE Year month day 19 37. ENDING DATE Year month day 19		38. FEDERAL AGENCY A-95 ACTION a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made. b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.)	

B. PROJECT APPROVAL INFORMATION

Item 1

Does this assistance request require State, local, regional or other priority rating?

No

Item 2

Does this assistance request require State or local advisory, educational or health clearances?

No

Item 3

Does this assistance request require clearinghouse review in accordance with OMB Circular A-95?

Yes, by the Metropolitan Area Planning Council and Office of State Planning (see Attachment I-1).

Item 4

Does this assistance request require State, local, regional or other planning approval?

No

Item 5

Is the proposed project covered by an approved comprehensive plan?

Yes, the City's General Plan which is on file at Boston City Hall.

Item 6

Will the assistance requested serve a Federal installation?

No

Item 7

Will the assistance requested be on Federal land or installation?

No

Item 8

Will the assistance requested have an impact or effect on the environment?

Yes, potential Environmental Impacts of the Charlestown Naval Shipyard Project, including all proposed UDAG activities, were reviewed in the Final Environmental Impact Report, January 31, 1977. It was prepared by the Boston Redevelopment Authority, and approved by the Commonwealth of Massachusetts Executive Office of Environmental Affairs, (EOEA #02383). Additional environmental reviews were prepared as part of the application for Federal funds approved by the Department of the Interior, Bureau of Outdoor Recreation, for the construction of the Charlestown Waterfront Park.

Copies of these approved Environmental Impact Reports and Environmental Assessments are available in the offices of the Boston Redevelopment Authority.

Potential impacts of the proposed project are expected to affect principally traffic circulation, economic development and aesthetics. Overall, the project is expected to result in a major upgrading of the abandoned Charlestown Naval Shipyard.

Item 9

Is there other related assistance on this project previous, pending or anticipated?

Yes, \$500,000 of Federal Bureau of Outdoor Recreation funds, Federal Catalogue #15.400 (see Attachment 1-2).

Item 10

Is the project in a designated flood hazard area?

Yes

Item 11

Is the proposed project intended to facilitate the relocation of industrial or commercial plants or facilities from one area to another (excluding moves within a metropolitan area)?

No



CITY OF BOSTON
OFFICE OF THE MAYOR
CITY HALL, BOSTON

KEVIN H. WHITE
MAYOR

Mr. Frank Keefe
Director of State Planning
State Clearinghouse
Room 2101
One Ashburton Place
Boston, MA 02108

Dear Mr. Keefe:

In response to the requirements of OMB Circular A-95, I am submitting herewith the Notice of Intent Forms for the City of Boston's programs proposed to be carried out under the Urban Development Action Grant Program.

The City proposed to concentrate UDAG funds on activities in support of the Boston Plan. Four project areas have been selected which contribute toward achieving City goals for economic development, job creation, neighborhood revitalization, and assist in leveraging private investment. These project areas are: the Charlestown Shipyard, the Boston Marine Industrial Park, Lafayette Place, and the Sav-Mor neighborhood along Blue Hill Avenue in Roxbury.

The Notice of Intent Forms contain preliminary program descriptions and tentative budgets as required. It should be understood, however, that the City is pursuing its Community Participation Plan developed for the Urban Development Action Grant Program and is currently holding public meetings in affected neighborhoods to discuss community needs, program goals and activities proposed for funding.

Given the deadline for filing formal applications with the Department of Housing and Urban Development of January 31, 1978, and the fact that the HUD application procedures are still in draft form, I am requesting that the A-95 process be either expedited or that the final review be waived by your office and by the Metropolitan Clearinghouse.

Sincerely,

Kevin H. White
Mayor

DEC 20 1977

Notice of Intent Form

To apply for federal funds for programs covered by the Office of Management and Budget (OMB) Circular A-95

To be filed at least 30 days prior to submission to federal agency

APPLICANT

Name City of Boston

Address One City Hall Square, Boston, MA 02201

Telephone Number 725-4196 (Office of Federal Relations)

Name and title of person to receive correspondence John Drew, Director of Federal Aid, Office of Federal Relations

Name and title of contact person (if different) _____

Philip Zeigler, (Boston Redevelopment Authority)

Marilyn Swartz Lilloyd (Office of Federal Relations)

PROJECT

Title Charlestown Shipyard

Location of project/impact area Charlestown Shipyard, Charlestown, MA

Starting date and project duration April 1, 1978 - 1982

FUNDING AGENCY

Name Department of Housing and Urban Development

Federal Catalogue Program Number --

Estimated date of submission to federal agency January 31, 1978

FUNDING REQUEST

Federal Urban Development Action Grant Program- \$2,480,000

State _____

Local _____

Other _____

Total _____

PROJECT SUMMARY

Please include at a minimum: narrative description of project, budget and/or cost estimate, and locus map (where applicable). The narrative might include a statement of need, program objectives, coordination with other agencies, citizen involvement, past performance (in the case of continuing programs), and environmental assessment where appropriate. (Use additional sheets where necessary.)

See attachment

Sent to OSP and Metropolitan Area Planning Council on December 20, 1977
(Name of Regional Clearinghouse) (Date)

Prepared by Philip Zeigler
(Type or Print Name)

Philip Zeigler
(Signature)

NOTE

Send white copy to State Clearinghouse, Office of State Planning, Room 2101, One Ashburton Place, Boston, MA 02108. (Phone (617) 727-4154). Send yellow copy to Regional Clearinghouse, retain pink copy for your records.

To be filled in by State Clearinghouse -5-

CHARLESTOWN SHIPYARD

SUMMARY

In July 1974, the Boston Naval Shipyard in Charlestown was decommissioned and over 100 acres of federal surplus property at the southeast end of the Charlestown section of Boston became available for redevelopment. The closing of the Shipyard resulted in the loss of 5,000 jobs, many of which were blue-collar. This exacerbated the long-term decline in manufacturing jobs which the City of Boston has experienced since 1960. Because of job loss, both from the closing of the Shipyard and from diminished port activity and business procurment, the City attempted to market the Charlestown site for private shipbuilding and related labor-intensive industrial uses. This was unsuccessful because of the age and layout of the buildings and because of harbor conditions.

A new mixed reuse plan was developed to maximize the tourism potential offered by the historic site and by the proximity to the Bunker Hill Monument and U. S. S. Constitution. The Boston Redevelopment Authority is now implementing that plan which includes housing, commercial, office, industrial and institutional space.

The redevelopment plan is part of the City's program to revitalize the waterfront which began with the highly successful Downtown Waterfront Urban Renewal Project under which vacant, deteriorated warehouse buildings were converted into apartments, condominiums, office and retail space. The waterfront revitalization not only improves the quality of life in Boston, but it also has major economic ramifications for the City, since it brings middle and upper income people back to live in the City instead of outlying suburbs.

The revitalization of the waterfront within the Shipyard will be of special significance to the Charlestown community. Although located on a peninsula, Charlestown residents have not had access to the water because of the Naval Base installation and private port-related industry. The reuse plan will open the Shipyard to them for diverse recreational activities.

In addition, the Shipyard redevelopment will provide job opportunities both during construction and on a permanent basis. A high percentage of these will be skilled or semi-skilled laborer positions which is important in view of the high number of blue-collar unemployed residents of Boston. Over the ten-year period anticipated for redevelopment, an average of 300 construction jobs is estimated in addition to nearly 1,300 permanent positions with an annual payroll of \$15,000,000. Secondary employment will support another 800 jobs in the local and regional market.

Because the City is so dependent on the property tax for financing municipal services and capital projects, a crucial objective of the Shipyard redevelopment is to stimulate large-scale, private, capital investment. This will augment the City's declining tax base which is critical especially as 100% evaluation is being implemented. If Boston's residential neighborhoods are to be maintained, the burden on the home-owners-taxpayers must be reduced. The addition of formerly non-taxable land to the tax rolls will address this problem. Annual tax revenues generated by the new uses in the Shipyard are estimated at \$3.6 million with over \$2 million going to the City of Boston and nearly \$1.6 million going to the Commonwealth of Massachusetts.

Of no less importance to the City is the responsibility for providing a reuse plan which preserves the historical and the architectural integrity of the buildings in the Shipyard. Some of the buildings were designed by the noted 19th century architect, Alexander Parris. The City received 30.9 acres at no cost from the Federal Government in return for providing the preservation of buildings. The entire Shipyard is a national landmark placed on the National Register of Historic Places.

Major Project Activities

The Boston Redevelopment Authority will carry out most project activities including land acquisition from the federal government, sit improvements, including the provision of new sewer and water lines and streets, the construction of a 16.4 acre public park, some selective demolition, the marketing of leased space in the historic area and land for housing and a hotel in the New Development Area. Private developers, who lease space in the Historic Monument Area or who acquire and develop property in the New Development Area, will restore their respective buildings. The BRA will be responsible for insuring that all restoration work will conform to the design guidelines prepared by the BRA in cooperation with federal preservation officials. Because of the national landmark status there will be additional federal agency reviews of private plans which the BRA will coordinate.

When the project improvements have been completed the Shipyard Park and all public streets will be conveyed to the City of Boston.

Proposed Use of UDAG Funds

A total of \$2,480,000 is required to carry out the UDAG Project for the Charlestown Shipyard.

The UDAG funds will be used directly for the provision of public improvements in support of private investment. One of the major pedestrian and vehicular entrances to the Shipyard will be located at Gate 4. One proposed UDAG activity is the alterations

to Gate 4 needed to widen it to support estimated traffic volumes. Further, two buildings owned by the National Park Service, #198 and #136, would be demolished to prepare the right-of-way for 5th Street which would be the internal street beginning at Gate 4 and running to 1st Avenue. The National Park Service has concurred in the demolition of the buildings. The cost of this phase is estimated to be \$250,000.

In addition, 8th and 9th Streets which border the first phase of private investment activity in building #42 will be reconstructed. Eighth Street will be the only means of vehicular access to the public park with its marina on Pier 4. The City's maintenance vehicles will be dependent on this street construction. Included in this activity would be utility lines, street lights, streets, sidewalks and trees at an estimated cost of \$1,500,000.

Finally, UDAG funds will be used for the Shipyard park construction. The first stage of park construction is fully funded and underway. The Commonwealth of Massachusetts has reserved \$500,000 in Bureau of Outdoor Recreation funds for Stage II of the park provided the City can provide matching funds to complete the park. A total of \$500,000 is needed for this activity.



The Commonwealth of Massachusetts
Executive Office of Environmental Affairs

Division of Conservation Services

Leventhal Administration Building
December 13, 1977
100 Cambridge Street, Boston 02142

RECEIVED
PROJECT OFFICE
1977
12/17

Honorable Kevin H. White
Office of the Mayor
City Hall
Boston, Massachusetts

Dear Mayor White:

I am pleased to inform you that I am committing \$700,000 in Federal Land and Water Conservation Fund assistance to the City of Boston: \$500,000 for the continued development at Charlestown Naval Shipyard and \$200,000 for initial development at Franklin Park.

In order for this commitment to be honored it will be necessary for the City to insure that the projects will be undertaken without delay. It is my understanding that the master plan for Franklin Park is not yet completed. If the City is not prepared to submit an application for Franklin Park within sixty days and prepared to begin construction by the fall of 1978 I will re-commit the \$200,000 to another municipality that has a project ready to proceed.

Please be advised that Franklin Park will receive the highest priority for funding with Land and Water Conservation Fund assistance. If the City is not able to utilize the \$200,000 within the time constraints which have been stated I will be prepared to commit funds to the project in the next fiscal year.

Cordially,

Evelyn F. Murphy
Secretary

BPM/LTR:rd

cc: Parks & Recreation Commission
Boston Redevelopment Authority
Public Facilities

PART II

URBAN DEVELOPMENT ACTION PROGRAM

**COMMUNITY DEVELOPMENT PLAN SUMMARY
(STATEMENT OF NEEDS)**

1. NAME OF APPLICANT City of Boston	2. APPLICATION NUMBER	3. ☒ ORIGINAL ☐ AMENDMENT
	4. PROGRAM YEAR (Entitlement Applicants Only) FROM: 7/1/77 TO: 6/30/78	

A. Statement of Needs - General

The needs of Boston residents are considerable and complex. In many ways they are similar to those of residents of other large, older, northern cities. However, in many ways the needs of the City of Boston, as an institution responsible for serving the needs of its residents, are perhaps more considerable and complex. In fact, the restrictions placed upon the City of Boston's ability to serve its residents may make the imbalance between the needs of the residents and the resources to serve those needs greater than that of New York City, or any other major central city.

The limitations which the City of Boston faces when trying to serve its residents are numerous and varied.

1. Boston is the only major U.S. city which has no major revenue raising power besides the property tax; nearly 70% of the City's revenues come from property taxes, a percentage far greater than all other major U.S. cities.
2. Boston is the twenty third largest city in the U.S., but is the center of the sixth largest metropolitan area. This means that Boston is the regional center, place of employment, etc. for a group of non-residents which exceeds its resident population by over 500%, a percentage which far exceeds that on any other major U.S. central city. Every working day approximately 350,000 people enter this city of 650,000 to work, using the City's traffic, water and sewer systems, relying on the City's police and fire systems, but not paying anything to the City.
3. Boston has the highest proportion of tax exempt property of any major city in the U.S. It serves as the regional center for the federal government, the state capital, the location of the world's 8th busiest airport, and a national center of educational, medical, and religious facilities, all activities which pay no property taxes. While there is no question that these activities provide major cultural benefits to the City and economic benefits to the region, the City suffers a very large direct economic loss and no net indirect economic benefit.
4. Because Boston constitutes such a small proportion of the SMSA, and because lower income groups normally are found predominantly in central cities, there is only a small proportion of the City which can be considered middle and upper income; over 75% of the households in the City have an income which is less than the median for the SMSA. Therefore, large majority of City residents who are impacted by the property tax are in the low and moderate income categories, precisely the categories in which the property tax has been shown to be most regressive.
5. Finally, state and federal aid, both direct and indirect, have decreased substantially in the last few years, and there is no assurance that such aid will increase in the future.

Within these severe limitations, the City must attempt to serve the needs of its residents which are considerable, as mentioned earlier, and it must attempt to attract more middle and upper income persons to live in the City. However, because of these financial limitations, the City may only be able to address one or two of the most serious problems, or the ones which it can have the most impact on for the least amount of expenditures.

Data Source: Bureau of the Census, U.S. Department of Commerce, 1973; 1970 U.S. Census

A-1 Jobs and Income

The most pressing need of the residents of the City is for more jobs and income. Only when the unemployment rate, which is currently 10% in the City, has been cut to 5% or less and the median income of City households approaches that of the SMSA will there be real opportunity for most residents to deal with most of their needs. The City's great need, both as a governmental body and as a social entity, is a healthy private economy in which City residents have real and growing opportunities to participate. In the past 25 years, Boston has suffered the loss of over 60,000 manufacturing type jobs, including 5,000 production type jobs in Charlestown Navy Yard and the South Boston Naval Annex. While the job loss in this and other categories had been more than offset by increases in the service type categories by 1970, when there were over 574,000 persons employed in the City, the national recession and federal employment decisions have resulted in the loss of over 50,000 jobs in the past 5 years, with the largest losses in the manufacturing and trade categories, both of which contain high proportions of City residents. During this same period, the number of jobs in the service sector has increased by over 15,000. However, studies have shown that City residents have only gotten 1 out of every 3 new service jobs.

The City's greatest need is (1) to share in the nation's economic recovery, thereby regaining some, if not all, of the jobs lost in the last five years, and (2) to develop mechanisms to train City residents to compete much more successfully for newly created service type jobs, as Boston continues to be a national leader in this employment sector.

Data Source: Boston Employment Trend, Ganz, Menconeri, Etilin, Boston Redevelopment Authority, 1975; Mass. Department of Employment Security.

NAME OF APPLICANT City of Boston	2. APPLICATION NUMBER	3. ☒ ORIGINAL ☐ AMENOMENT
	4. PROGRAM YEAR (Entitlement Applicants Only) FROM: 7/1/77 TO: 6/30/78	

2 Housing

These needs of the City and its residents in the housing area are also very closely related, and the satisfaction of these needs is dependent to a very large extent on successfully meeting the economic needs of the City and its residents outlined above: only when people have steady, adequate incomes, will they be able to pay the costs of maintaining and upgrading the City's housing stock, and create demand for new housing construction at a significant scale. Without such maintenance, improvement, replacement and expansion of the City's housing stock, a major portion of the City's prime tax resource, real property, will deteriorate, and along with it, the City's ability to finance services for its residents. The phenomenon of housing abandonment is, of course, the most visible and immediate type of negative impact on the City's housing supply and tax base, but a potentially more serious problem is extended deferral of maintenance on a large portion of the City's housing stock in all neighborhoods, which is possible in a period of limited economic resources, if owners begin to lose confidence in their neighborhoods.

Against this background, the City's greatest housing needs are clear; it must develop ways to insure that housing abandonment does not spread into neighborhoods where it is not presently a serious problem, and it must develop mechanisms to encourage persons, both owners and renters, to pay the money necessary to maintain and improve the existing housing in neighborhoods where they might not otherwise make such economic commitments. Conceptually, these two can be combined in the following statement:

Boston's greatest housing needs is a large and steady increase in the number of persons, both residents of the City and others, who consider the neighborhoods of the City to be reasonable residential options, not just places to live of last resort because of either economic or racial factors.

While Boston can and must make substantial progress toward meeting this need, it must receive help from regional, state and federal officials in changing the factors which discourage middle and upper income families from living in the City and often prevent minorities and low income persons from living outside the City. Only when a significant proportion of the minorities and low income persons living in Boston feel they are doing so out of preference rather than necessity will these persons make a significant and extended commitment to the maintenance and improvement of their housing, blocks and neighborhoods.

While Boston has made considerable progress in encouraging homeowners to improve their properties through the Mayor's Housing Improvement Program and the Revival Program, there are still many who cannot afford, or obtain financing for, the costs of rehabilitation; the elderly, minority and low income persons living in areas of generally poor housing quality are groups in this category. In many neighborhoods the presence of unmaintained vacant land and vacant buildings susceptible to arson are serious deterrents to housing maintenance and improvement; there is a clear need to handle these problems more successfully. At present there are approximately 2000 abandoned dwelling units in the City and 1000 parcels of vacant land containing roughly 150 acres.

As noted above, one of Boston's greatest needs is an increase in the number of housing units available to minority and low income persons in cities and towns surrounding Boston. Only by increasing the geographic dispersion of housing options for these groups will the housing have a chance of being adequately maintained and possibly improved. By loosening the restrictions, on these groups, they will have far greater opportunities to move to places close to their work, services they use, or places they prefer for other reasons, thereby increasing the proportion of their income which they are willing and able to spend for housing. This increased availability outside the City could create pressure on landlords in the City to maintain their buildings to attract tenants. However, this need can only be addressed by adequate funding of subsidy programs by the state and federal governments and more energetic and widespread enforcement of state and federal anti-discrimination statutes throughout the S.M.S.A.

Data Source: Boston Redevelopment Authority, Research Department.

**COMMUNITY DEVELOPMENT PLAN SUMMARY
(STATEMENT OF NEEDS)**

NAME OF APPLICANT City of Boston	2. APPLICATION NUMBER	3. ☒ ORIGINAL ☐ AMENDMENT
	4. PROGRAM YEAR (Endowment Applicants Only) FROM: 7/1/77 TO: 6/30/78	

3 Neighborhood Business Districts

Most of Boston's residential neighborhoods grew up around neighborhood business districts which in most neighborhoods are located along major arterials, but in some are centered around major intersections or squares. To a remarkable extent the strength and condition of such neighborhoods' housing is mirrored by the strength and condition of its business district. The condition of a neighborhood business district is important to the strength of the whole neighborhood for several reasons:

In most neighborhoods, the business district is the one part of the neighborhood which most residents see frequently, even if only to purchase a Sunday paper. This makes it a critical factor in the residents' perception of their neighborhood: If several houses on one residential street start to deteriorate only the residents of that street and one or two intersecting streets are likely to be aware of this change and perhaps lose confidence in their neighborhood, thereby creating the potential for decreased housing maintenance and outmigration in this small area, but if several stores in the business district begin to deteriorate, become vacant or are burned out and not repaired, nearly everybody in the neighborhood, perhaps 10,000 to 20,000 households, becomes aware of this situation very quickly. The resulting widespread loss of confidence can greatly speed the process of neighborhood decline.

The neighborhood business district is also the only part of the neighborhood which most non-residents are likely to see if they come into the neighborhood. Often the impressions that persons such as bankers, appraisers, insurance agents, prospective tenants and purchasers have of a neighborhood can be greatly influenced, either positively or negatively, by the quality of the business district, and these people's impressions are critical to the health of a neighborhood.

A healthy business district is important to a neighborhood because of the services it provides. For elderly and many low income persons who do not have cars it is usually the primary place where they purchase food, drugs, clothing and other necessities. Availability of a wide variety of services and products is a benefit to all residents in terms of convenience, even if they do not use the business district regularly.

This clear need for viable neighborhood business districts is not nearly as difficult to meet as it may have seemed several years ago. Due to the increases in group purchasing associations, franchised operations, and the expansion into business districts of retail chains which were formerly found only in shopping centers, several of Boston's neighborhood business districts are economically healthier than they were in the recent past. By providing critical services and facilities, such as footpatrolmen and off-street parking, the City can promote the improvement of most of its neighborhood business districts.

4 Capital Improvements

Each neighborhood's stability is also directly related to the presence and quality of capital improvements. While in the past many neighborhoods have needed major new or renovated buildings, this is no longer true because over the past eight years the City has constructed or renovated major public buildings throughout the City.

The City's greatest need at present, and for the foreseeable future, particularly in light of the current fiscal situation is to improve the capital facilities which everyone uses and which can make the City a safe and attractive place to live: streets, street lights, parks, sidewalks, and water and sewer lines. These facilities are critical to the satisfaction of residents with their neighborhood as a place to live. However, to insure that each capital activity is as beneficial to the neighborhood as possible, each activity must be coordinated with the activities designed to meet the other needs already described. Construction of a new street, or replacement of sewer and water lines in one year will not benefit a neighborhood for very long unless other activities continue for several years to meet the other needs of residents which arise on a continuing basis and can only be satisfied by continuing programs and expenditures.

Data Source: Public Facilities Department, City of Boston.

**COMMUNITY DEVELOPMENT PLAN SUMMARY
(STATEMENT OF NEEDS)**

NAME OF APPLICANT City of Boston	2. APPLICATION NUMBER	3. ☒ ORIGINAL ☐ AMENDMENT
	4. PROGRAM YEAR (Entitlement Applicants Only) FROM: 7/1/77 TO: 6/30/78	

-5 Neighborhood Services

In order for City neighborhoods to remain healthy and become stronger, people of all ages must want to live in them. One set of factors which is very critical to maintaining a neighborhood's attractiveness, particularly to its present residents, is the availability of basic human services, including health services.

If residents cannot find a family doctor in their neighborhood, they may seriously consider moving. Private physicians provide only 40% of all ambulatory visits to City residents at present. Since the median age of all private physicians is 57 years and one fourth of them are 65 or older, the steady decline in the number of private physicians practicing in the City will continue for many years. Clearly the City needs a system to insure that its residents have convenient access to reasonably priced primary health care. In addition, the City and its residents need an equitable system to finance this health care for those who cannot afford it, such as a national health care insurance program.

While all residents need to be assured of the availability of primary health care, certain groups in the population have additional service needs. Many elderly residents need special transportation services. Many low income families need subsidized day care program to allow the adults to work or search for work. While the financial cost of satisfying these needs is not very great, in comparison with the cost of meeting the housing needs, the importance of meeting these needs is very great. If they are not met, many people will want to move out of their neighborhood even though housing conditions may not be deteriorating. Even if most people do not succeed in leaving, the impact of a widespread desire to do so on a neighborhood can be devastating, as Boston witnessed in several neighborhoods in the late 1960's.

Data Source: Boston Neighborhood Health Survey, ABT Associates, 1974.

-6 Urban Renewal

The City needs to complete several urban renewal projects. The large majority of these are residential in nature, and by completing them expeditiously these areas and the areas surrounding them will be substantially improved physically. This will address the need to support and increase residents confidence in their neighborhoods and to encourage private investment on a continuing basis.

Data Source: Boston Redevelopment Authority.

A-7 Groups With Special Needs

In addition to the citywide and neighborhood specific needs there are a number of groups who because of a lack of opportunities, income or an inability to speak English adequately have very special identifiable needs.

- a. New immigrants and others with English language problems. These groups are predominantly Cape Verdean, Puerto Rican and Chinese. Because of their limitations in speaking the English language the accessibility to jobs for these groups is extremely limited.
- b. Unemployed minority males. There is a relatively high proportion of unemployed adult and teenage minority males. This disproportionate unemployment has had a serious impact on these residents' ability to earn an adequate income. Often members of these groups are competing for a very limited number of jobs requiring a similar level of skills.
- c. Low income - single parent families. There are special limitations on the parents of these families. These parents are primarily women, who in order to support their families and pursue their work, must leave their children in a day care facility. It is necessary therefore that such facilities be made available at low cost.
- d. Low income homeowners who have no previous experience as homeowners. Often times people of low income, when first purchasing a home are unaware of what is required to maintain that home. It is essential therefore that the technical knowledge required for home maintenance be provided to these homeowners.
- e. American Indians. There are approximately 1,000 to 2,000 American Indians in the City of Boston. The particular needs of this group lie largely in the areas of education and employment. There is a need among these native Americans to maintain their culture and heritage in an educational system which is overwhelmingly dominated by white Americans. Another major need area is improved income and employment opportunities. Nation wide this group has the lowest per capita income of any ethnic group, the highest infant mortality rate, lowest life expectancy and the greatest incidence of alcoholism.

Data Source: Bureau of the Census, U.S. Department of Commerce 1973; 1970 U.S. Census, Massachusetts State Department of Employment Security.

**COMMUNITY DEVELOPMENT PLAN SUMMARY
(STATEMENT OF NEEDS)**

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c. Low income - single parent families. There are special limitations on the parents of these families. These parents are primarily women, who in order to support their families and pursue their work, must leave their children in a day care facility. It is necessary therefore that such facilities be made available at low cost.

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**COMMUNITY DEVELOPMENT PLAN SUMMARY
(LONG-TERM OBJECTIVES)**

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Long Term Objectives

Over the long run, a major objective for Boston is to improve the quality of life for all residents by strengthening the City's economy, developing fiscal and tax reform and expanding private investments. Principal goals include the creation of a significant number of new jobs, a growth in family income, and reduction in poverty. Not only will the City attempt to improve the economic conditions of the existing population, but will also attempt to attract young and middle income people and families back to the City.

In order to help alleviate the persistent pressures of the property tax the City has filed a number of bills with the State Legislature. At the same time that tax reform is pursued the City will cut operating costs and seek out funds which will assist the City in maintaining existing services and programs.

In addition, efforts are underway to make the physical, financial, social, and cultural advantages of living in Boston its own. Community development funding would complement other public investments to encourage the larger private investment needed to achieve the long-term goals.

Support Needs A

Jobs and Income

Boston's service activity economy has a potential for providing upwards of 100,000 additional jobs over the next 10 years through the expansion of services provided by downtown offices, medicine, and higher education. Industrial development, based on the City's industrial development planning, involves a target of 5,000 net new manufacturing jobs over the next decade. Recent conversions in the City's leather district indicate that the City is enjoying a more competitive position for certain types of manufacturing space.

There is a strong correlation between improved employment status and the overall process of neighborhood stabilization. Therefore, the City will undertake a major effort to improve the capture rate of new jobs for City residents by instituting affirmative actions programs for downtown jobs, developing occupational resource centers for technical training, improving the quality of education and developing new jobs in appropriate areas of the City.

Improved employment opportunities and better jobs will bring higher levels of income to City residents, and thereby help narrow the gap between the median income level of the City and that of the metropolitan area.

Support Needs A-1

2. Housing

For housing, the City's long-term objective is to increase residents' confidence by reversing disinvestment and abandonment through growth in jobs and income, commitments to public capital improvements and incentives for housing rehabilitation.

Targets for housing rehabilitation call for bringing all of the City's housing up to code standards over a 10 year period at an estimated investment cost of \$300 million. Some 50,000 dwelling units have a rehabilitation need averaging \$2,000, and for 11,000 dwellings the average cost is estimated at \$8,000. Most of this would be privately financed, but a portion would require public subsidy if it is to be done. An estimated 1,000 structures (3,000 units) are not considered feasible for rehabilitation. Demolition and site clearance will be carried out for these properties. In areas of disinvestment and abandonment the City will encourage the transfer of non-owner occupied structures to new occupants.

In stable sections of the City new construction will be encouraged to meet the needs for new and replacement housing, and to accommodate an anticipated population increase. Dwellings for the elderly will emphasize mixed occupancy developments. New housing for other low and moderate income households will be built in stable and rising neighborhoods within mixed-income developments. The role of public investment in housing rehabilitation and new construction will be to encourage larger private investment necessary to revitalize neighborhoods.

Support Needs A-2

COMMUNITY DEVELOPMENT PLAN SUMMARY
(LONG-TERM OBJECTIVES)

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Neighborhood Business Districts

City's long-term objective in neighborhood business districts is to rehabilitate those business centers which complement the process of neighborhood revitalization. Public investment will be concentrated in these business districts to make them more economically competitive, more attractive, and safer to potential investors and consumers.

Major objective within the Neighborhood Business District Program is to leverage investment of existing and potential businessmen in their store and business area and to organize the businessmen into strong business groups.

Support Needs A-3

Capital Improvements

Over the past 10 years the City has implemented an ambitious Capital Improvement Program in non-renewal as well as renewal neighborhoods. Although an emphasis was placed on facilities such as parks, schools, libraries, police and fire stations, considerable investment was also made in the City's long-neglected infrastructure - sewers, sewer lines, streets, sidewalks, and lighting. Over the next decade the City will decrease its past emphasis on large scale new construction projects and concentrate more heavily on rehabilitation and infrastructure improvements. Improvements will be selected in such a way as to advance neighborhood revitalization and encourage private investment, especially in housing rehabilitation, new housing and neighborhood business districts.

Support Needs A-4

5 Neighborhood Services

In neighborhood services, the City's long-term objective is to ensure a consistent and comprehensive pattern of delivery of essential human services in its neighborhoods, whether funded from federal, state, local, or private sources. In particular, programs and facilities that increase the accessibility of primary health care, day care, and elderly services at the neighborhood level will be encouraged and supported in order to develop a comprehensive system for service delivery.

Support Needs A-5.

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6 Urban Renewal

is the City's long-range objective to complete those remaining urban renewal activities which are essential to the overall success of its urban renewal projects, and to retire outstanding urban renewal loans.

Support Needs A-6

Groups With Special Needs

Over the long-term the City's objectives in terms of these groups is to improve their income opportunities as well as access to services.

- New immigrants and others with English language problems. The city's long range objective with these groups is to encourage them through the Little City Hall system to participate in governmental services and promote the availability of other services delivered by non-profit organizations; as well as provide an environment which will attract private enterprise to provide more employment opportunities.
- Unemployed minority males. The City's objectives are the promotion of both training and employment opportunities.
- Low income - single parent families. Over the long term the objectives are providing a positive job environment for this predominantly female population and increase and improve facilities for child care during working hours.
- Low income homeowners. Promote an environment which permits homeownership for this group as well as their access to the required financing. In addition over the long term within the context of City housing policies and programs, provide necessary technical assistance where possible.
- American Indians. Over the long term promote job training and employment opportunities.

Support Needs A-7

PART III
PROJECT DESCRIPTION

PART III -----PROJECT DESCRIPTION

A. PROJECT GOALS AND OBJECTIVES

In July 1974, the Boston Naval Shipyard in Charlestown was de-commissioned and over 100 acres of Federal surplus property at the southeast end of the Charlestown section of Boston became available for redevelopment. The closing of the Shipyard resulted in the loss of 5,000 jobs, many of which were blue-collar. This exacerbated the long-term decline in manufacturing jobs which the City of Boston has experienced since 1960. Because of job loss, both from the closing of the Shipyard and from diminished port activity and business procurement, the City attempted to market the Charlestown site for private shipbuilding and related labor-intensive industrial uses. This was unsuccessful because of the age and layout of the buildings and because of harbor conditions.

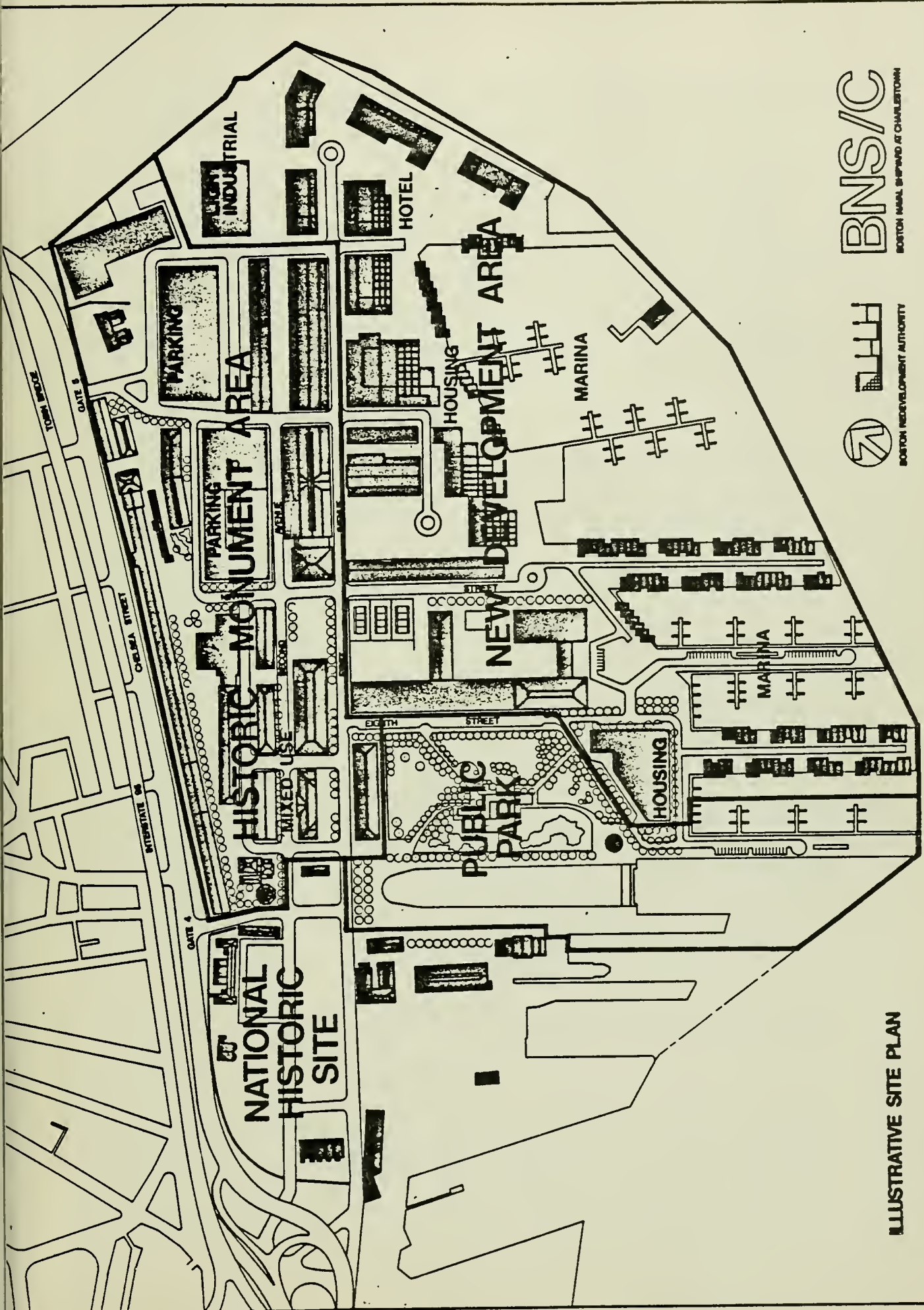
A new mixed reuse plan was developed to maximize the tourism potential offered by the historic site and by the proximity to the Bunker Hill Monument and U.S.S. Constitution. The Boston Redevelopment Authority is now implementing that plan which includes housing, commercial, office, industrial and institutional space.

The redevelopment plan is part of the City's program to revitalize the waterfront which began with the highly successful Downtown Waterfront Urban Renewal Project under which vacant, deteriorated warehouse buildings were converted into apartments, condominiums, office and retail space. The waterfront revitalization not only improves the quality of life in Boston, but it also has major economic ramifications for the City, since it brings middle and upper income people back to live in the City instead of outlying suburbs.

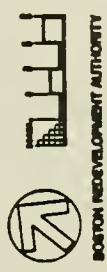
The revitalization of the waterfront with the Shipyard will be of special significance to the Charlestown community. Although located on a peninsula, Charlestown residents have not had access to the water because of the Naval Base installation and private port-related industry. The reuse plan will open the Shipyard to them for diverse recreational activities.

In addition, the Shipyard redevelopment will provide job opportunities both during construction and on a permanent basis. A high percentage of these will be skilled or semi-skilled laborer positions which is important in view of the high number of blue-collar unemployed residents of Boston. Over the ten-year period anticipated for redevelopment, an average of 300 construction jobs





BNS/C
BOSTON NAVAL SHIPYARD AT CHARLESTOWN



ILLUSTRATIVE SITE PLAN

is estimated in addition to nearly 1,300 permanent positions with an annual payroll of \$15,000,000. Secondary employment will support another 800 jobs in the local and regional market.

Because the City is so dependent on the property tax for financing municipal services and capital projects, a crucial objective of the Shipyard redevelopment is to stimulate large-scale, private, capital investment. This will augment the City's declining tax base which is critical especially as 100% evaluation is being implemented. If Boston's residential neighborhoods are to be maintained, the burden on the homeowners taxpayers must be reduced. The addition of formerly non-taxable land to the tax rolls will address this problem. Annual tax revenues generated by the new uses in the Shipyard are estimated at \$3.6 million with over \$2 million going to the City of Boston and nearly \$1.6 million going to the Commonwealth of Massachusetts.

Of no less importance to the City is the responsibility for providing a reuse plan which preserves the historical and the architectural integrity of the buildings in the Shipyard. Some of the buildings were designed by the noted 19th century architect, Alexander Parris. The City received 30.9 acres at no cost from the Federal Government in return for providing the preservation of buildings. The entire Shipyard is a national landmark placed on the National Register of Historic Places.

B. MAJOR PROJECT ACTIVITIES

The Boston Redevelopment Authority will carry out most project activities including land acquisition from the Federal Government, site improvements, including the provision of new sewer and water lines and streets, the construction of a 16.4 acre public park, some selective demolition, the marketing of leased space in the historic area and land for housing and a hotel in the New Development Area. Private developers, who lease space in the Historic Monument Area or who acquire and develop property in the New Development Area, will restore their respective buildings. The BRA will be responsible for insuring that all restoration work will conform to the design guidelines prepared by the B.R.A. in cooperation with Federal preservation officials. Because of the national landmark status there will be additional Federal agency reviews of private plans which the B.R.A. will coordinate.

When the project improvements have been completed, the Shipyard park and all public streets will be conveyed to the City of Boston.

C. PROPOSED USE OF UDAG FUNDS

The UDAG funds will be used directly for the provision of public improvements. One of the major pedestrian and vehicular entrances to the Shipyard will be located at Gate 4. One proposed UDAG activity is the alterations to Gate 4 needed to widen it to support estimated traffic volumes. Further, two buildings owned by the National Park Service, #198 and #136, would be demolished to

prepare the right-of-way for 5th Street which would be the internal street beginning at Gate 4 and running to 1st Avenue. The National Park Service has concurred in the demolition of the buildings. The cost of this phase is estimated to be \$250,000.

A second UDAG activity would be the construction of 8th and 9th Streets which border the first phase of private investment activity in building #42. Eighth Street will be the only means of vehicular access to the public park with its marina on Pier 4. The City's maintenance vehicles will be dependent on this street construction. Included in this activity would be utility lines, street lights, streets, sidewalks and trees at an estimated cost of \$1,500,000.

The third UDAG activity would be the Shipyard park construction. The first stage of park construction is fully funded and underway. The Commonwealth of Massachusetts has reserved \$500,000 in Bureau of Outdoor Recreation funds for Stage II of the park provided the City can provide matching funds to complete the park. A total of \$500,000 is needed for this activity.

D. RELATIONSHIP TO EXISTING OR PLANNED FACILITIES REQUIRED TO SUPPORT THE PROJECT

The mixed used redevelopment and the expanded National Park Service exhibit adjacent to the U.S.S. Constitution will cause sizeable increases in traffic volumes in the area. Discussion is underway with the MBTA to promote improved public transportation to the Shipyard. Frequent shuttle bus service from the Shipyard to subway connections at Haymarket Square or Sullivan Square has been proposed. A water taxi ferry system has also been suggested to link national historic sites on the Freedom Trail.

Vehicular access to the Shipyard is somewhat impeded because of the current circulation system in and near City Square. Vehicles including trucks approaching the Shipyard from the downtown area must use local Charlestown streets to reach the Shipyard gates. The planned Chelsea/Water Streets Connector will route traffic along Water Street, alongside of the National Park Service property and directly onto Chelsea Street to Gates 4 and 5. A draft negative declaration statement has been filed for this project and engineering will begin March 1978. This will improve access significantly.

E. MARKET AND ECONOMIC FEASIBILITY

The developers of Building #42 had a marketing study prepared by Minot, DeBlois and Maddison, Inc. A copy of the report will be submitted if necessary.

F. OWNERSHIP OF THE PROJECT WHEN COMPLETED

Within the 103 acre Shipyard site, the BRA will own the 16.4 acre public park, the 30.9 acre Historic Monument Area in which buildings are made available on long-term leases and the right-of-way

on 8th and 9th Streets. The remaining land in the New Development Area will be sold to private developers for housing, a hotel and light industry.

G. IS THE PROJECT IN AN URBAN RENEWAL AREA?

After the Shipyard was decommissioned, the Boston Redevelopment Authority began efforts to add the surplus land to the existing Charlestown Urban Renewal Project. The Boston City Council voted to amend the Charlestown Project area to include the entire Shipyard on December 6, 1976. Approval from the Massachusetts Department of Community Affairs occurred January 28, 1977. The outstanding loan notes for the original project area total \$1,577,000.

PART IV

HOW PROJECT MEETS PROJECT SELECTION CRITERIA

PART IV-----HOW PROJECT MEETS THE SELECTION CRITERIA

A. IMPACT OF PROPOSED PROJECT ON PHYSICAL, FISCAL OR ECONOMIC CONDITION OF COMMUNITY

1. Provision of Employment

	Low Income		Middle Income		Upper Income		Total	
	% of		% of		% of		% of	
	Number	Total	Number	Total	Number	Total	Number	Total
a. Number of New Jobs to be Created								
Construction/Rehabilitation	0	0	0	0	444	100.0	444	100
Non-construction (Permanent)	26	81.0	6	19	0	0	32	100
b. Number of Permanent Jobs to be Retained	0	0	0	0	0	0	0	0
c. Total Jobs	26	5.5	6	1.3	444	93.3	476	100
d. Basis of Calculations								

(1) Construction jobs:

construction cost x 45% = \$7,762,500 wages
wages/\$17,500 annual salary = 444 construction man/years

(2) Permanent jobs:

6 managers @ \$13,400
3 park maintenance @ \$ 9,500
10 general maintenance @ \$ 7,000
9 retail @ \$ 7,200
4 retail concessionaires @ \$ 7,200

(3) Low, Middle and Upper income salary ranges

Mean salary total (1978) = \$12,079

Source: County Business Patterns 1975, Massachusetts, U.S. Bureau of the Census mean salary per employee \$10,150 in Suffolk, Norfolk, and Middlesex Counties combined; assumption of 19% inflation rate April 1975 to April 1978 based on U.S. Bureau of Labor Statistics Boston Area Consumer Price Index.

Based on the above:

Low income salary	=	0	-	80%	=	\$	0	-	\$ 9,663
Middle income salary	=	80%	-	120%	=	\$	9,663	-	\$14,495
Upper income salary	=	120%	+		=	\$14,495	+		

Construction worker annual salaries were estimated at \$17,500 per year given 1975 County Business Pattern data adjusted upward for three years' inflation. This figure suggests that all construction jobs generated by the proposed project will fall into the high income category. However, this conclusion seems highly unlikely given variations between construction trades and seasonal unemployment.

(4) Permanent Job Generation Multipliers

Office	--	200 sq.ft. per worker
Retail	--	300 sq.ft. per worker
Hotel	--	4 rooms per worker
Maintenance	--	(estimate)
Parking	--	250 spaces per worker
Management	--	(estimate)

(5) 1978 Annual Salary for Selected Job Types

Office	\$13,400
Retail	7,200
Parking Garage	6,800
Parking Lot	5,500
Building Services (Maintenance)	7,000

Source: County Business Patterns, 1975, Massachusetts; Assumption of 19% inflation rate April 1975 to April 1978 based on U.S.B.L.S. Boston Area C.P.I.

2. Provision of Housing

	Low Income		Middle Income		Upper Income		Total	
	% of		% of		% of		% of	
	Number	Total	Number	Total	Number	Total	Number	Total
a. Number of New Units to be Constructed (via rehabilitation of Building #42)					365	100.0	365	100
b. Number of Units to be Rehabilitated	0	0	0	0	0	0	0	0
c. Total Units	0	0	0	0	365	100.0	365	100
d. Basis of Calculations								

Median family income (1978) = \$21,653

Source: U.S. Census for Boston SMSA 1970 = \$13,284;
assumption of 63% inflation rate April 1970 to April 1978
based on U.S. Bureau of Labor Statistics Boston Area
Consumer Price Index.

low income = 0- 80% = \$ 0 - \$17,322
middle income = 80-120% = \$17,322 - \$25,984
upper income = 120+ = \$25,984+

3. Improvement of Tax Base

- a. Will project pay full property tax?
 yes X no (If no, explain)

The developer is seeking a 121A Agreement with the City to pay a fixed percentage of gross income in-lieu of taxes.

- b. Estimated value of property to be added to tax roles: \$15,000,000
 Estimated value of property to be deleted from tax roles: \$(0)
 Net increase in value of property to be added to tax roles: \$15,000,000
- c. Estimated annual property tax to be generated by project: \$ 475,000
 Estimated loss of property tax revenues as a result of project: \$(0)
 Net increase in property tax revenues (annual): \$ 475,000

4. Other Project Revenues

- a. Will the applicant receive other revenues from the project (e.g., lease payments, loan repayments, sharing in profits)? _____ yes X no

5. Other impacts on the physical, fiscal, or economic condition of community (describe).

a. Tax Revenue

The City has identified the high percentage of tax exempt property within Boston as a major limitation in trying to serve its residents. The property tax provides nearly 70% of the City's revenue and yet over 60% of the land in the City is tax exempt. The Charlestown Shipyard project will help to ameliorate this problem with the addition of 56 acres in the New Development Area to the tax rolls. In addition, revenues will be incoming from the 31 acres in the Historic Monument Area which the B.R.A. will make available on a long-term basis.

Most of the housing in the Shipyard will be available at market rates. Thus, most of the occupants of the housing developments will be middle and upper income. This will offset the preponderance of lower income people in Boston today. Granted, some of the new residents will move into the Shipyard from another location within Boston, but the waterfront location especially with the marina facilities planned will attract middle and upper income people from outside the City limits.

b. Job Opportunities

The construction activities proposed for UDAG funding will generate job opportunities critically needed to offset the 12% unemployment rate in the City. The public improvements brought about through UDAG funding will stimulate the simultaneous private investment of \$15,000,000 by S.G.I. Both construction and permanent service jobs will result. S.G.I. has agreed to cooperate with the Charlestown community residents through job postings in the Little City Hall and the Kennedy Center.

c. Housing

The housing being developed in the Shipyard will be unique in Boston in that it is an historical national landmark site on the waterfront. This new opportunity will attract people to Boston who previously considered living in the City a last resort.

A strong demand for housing in the Shipyard should help stimulate neighborhood confidence elsewhere in the



City. Lower and moderate income people can feel more positive about City living if upper income people choose to live there as well. This is important in maintaining the quality of the housing stock generally since the lower and moderate income people must feel positive about their housing "location before they will make a significant and extended commitment to the maintenance and improvement of their housing."

d. Neighborhood Business Districts

The 365 units of housing in the Shipyard will be served by a small superette and also by specialized food shops in the Historic Monument Area. It is hoped however that residents will patronize the supermarket in the Bunker Hill Shopping Mall under construction at present for their basic grocery needs. The shopping center is a long-awaited feature of the Charlestown Urban Renewal Project and should stimulate the revitalization of small shops across Main Street. The revival of the Thompson Square business district depends in a large part on the success of the shopping center and especially its major tenant, the supermarket. Thus indirectly, the Shipyard project can stimulate neighborhood business district revitalization in Charlestown. In so doing, the Shipyard project also supports the private, residential rehabilitation efforts that have taken place in Charlestown since the Urban Renewal Project began, since the quality of neighborhood business districts is an important factor in neighborhood confidence.

e. Capital Improvements

The City has observed the importance of capital improvements in encouraging private investments. This occurs in existing neighborhoods in which street reconstruction or renovation of a playground will be followed by home improvements by individual property owners. It also will happen in the Shipyard in which S.G.I. will provide a high quality residential development in Building #42 in a large part because the City will be constructing a major park facility as well as new streets and utilities in and around Building #42.

The City must use its limited resources to best advantage by making the City an attractive place in which to live. The timely implementation of capital improvements encourages private investment and neighborhood stability. This is critical to creating an attractive environment in which people choose to live.

B. IMPACT OF PROPOSED PROJECT ON LOW AND MODERATE INCOME PERSONS AND MINORITIES

1. Relocation/Reclamation

The proposed project will not cause the displacement of any residents or businesses.

2. Participation of Minorities in the Proposed Project

Any contractor carrying out UDAG project activities must adhere to the Boston Plan which covers minority manpower utilization. Therefore, each contractor is committed to the goals for minority manpower utilization and shall provide written notice to minority recruitment sources when job opportunities are available as well as participate in training programs in the area as well as other affirmative action efforts.

3. Briefly describe any citizen participation beyond the minimum requirements stated in 570.454c(12)(A).

The redevelopment of the Charlestown Naval Shipyard has been discussed extensively with Charlestown residents since before the official closing of the Shipyard. A gubernatorial appointed Task Force Base Conversion Committee of Charlestown residents worked with City and State officials for several years and the recently appointed Charlestown Advisory Committee now meets regularly with B.R.A. officials to provide citizen input in the redevelopment process. Many of the Advisory Committee members were Task Force Base Conversion Committee members.

The Shipyard redevelopment plan has been discussed in two public hearings, one by the Boston Redevelopment Authority Board held in Charlestown on July 19, 1976 and another by the Boston City Council in November 1976 in conjunction with adding the Navy Yard to the existing Charlestown Urban Renewal Area.

The Shipyard redevelopment was discussed as part of the revitalization of Boston Harbor under the Boston Plan in August 1977 at a public meeting in Charlestown.

4. Describe any other impacts of the proposed project, both positive and negative, on low- and moderate-income persons and members of minority groups.

See Part III Project Description -- re: Waterfront revitalization and job opportunities.

Compared to other sections of the City, Charlestown is lacking in public recreation space opportunities. The Shipyard Park

will address this shortage and, therefore, improve the quality of life of low and moderate income people who frequently are unable to enjoy waterfront recreation because they do not own automobiles.

C. NATURE AND EXTENT OF FINANCIAL PARTICIPATION BY PRIVATE ENTITIES

1. List of Private Participants

Name and Address	Amount	Evidence of Commitment Attached	Estimated Date for Securing Legally Binding Commitment
Societe Generale Immobiliare New England Suite 922 73 Tremont Street Boston, MA 02108	\$15,000,000	Yes	Spring 1978
TOTAL	\$15,000,000		

2. Participant Selection

The Boston Redevelopment Authority Board tentatively designated Societe Generale Immobiliare developer of Building #40-42 on February 3, 1977 after negotiations which began over two years ago. S.G.I., an international investment firm, was at that time looking for an investment opportunity in New England.

3. Has the applicant reviewed the private participants' qualifications to complete their participation in the project and found them to be satisfactory? X yes no
4. Does any member of the governing body of the applicant, or any officer or employee of the applicant, who exercises any functions or responsibilities in connection with carrying out the project, have any direct or indirect personal interest in the private participants or in properties within the area of the proposed project? yes X no

D. NATURE AND EXTENT OF STATE FINANCIAL PARTICIPATION

No State financial participation is required in this project.

E. NATURE AND EXTENT OF FINANCIAL PARTICIPATION BY OTHER PUBLIC ENTITIES

1. Federal Sources	<u>Amount</u>	<u>Status</u>	<u>Date by Which Funds Will be Made Available</u>
a. Department of Interior Bureau of Outdoor Recreation Land and Water Conservation Fund	\$500,000	Amendment to Stage I is now in preparation	End of January 1978
2. Local Sources	No additional funds are needed for this project		
3. TOTAL Federal & Local Resources	\$500,000		

F. EXTENT TO WHICH THE PROJECT REPRESENTS A SPECIAL OR UNIQUE OPPORTUNITY

The activities being submitted for UDAG funding provide a special opportunity to demonstrate inter-governmental cooperation. The closing of the Navy Yard and the question of the disposition of Federal surplus land which contains architecturally significant buildings have involved countless governmental agencies at the local, State and Federal level. The project activities proposed for Gate 4 and the right-of-way for 5th Street are the result of long discussions between agencies trying to balance historic preservation concerns with modern traffic design standards and economic feasibility. Two buildings now owned by the National Park Service will be demolished to provide a clear right-of-way. The B.R.A. is now working with the National Park Service to find suitable replacement space elsewhere in the Shipyard.

The project activities planned for the Shipyard park represent the commitment and involvement of State officials to the Shipyard redevelopment. As heretofore stated, the 16 acre park is a major catalyst in securing private investment in the Shipyard. The state has channeled the Federal Land And Water Conservation Fund monies to the Shipyard park and has thereby played an important role in the Shipyard redevelopment process.

G. DEMONSTRATED CAPACITY OF APPLICANT IN CARRYING OUT HOUSING AND COMMUNITY DEVELOPMENT PROGRAMS

Reference Source: GRANTEE PERFORMANCE REPORT (March 14, 1977)

Refer to:	<u>Form</u>	<u>Page</u>	<u>Item Number(s)</u>
(A)	HUD-4070 (1-76)	2	4
(B)	do	3	4
(C)	do	4	4

Refer to:	Form	Page	Item Number(s)
(D)	HUD-4070 (1-76)	8	7, 8, 9 & 10
(E)	do	9	20
(F)	do	12	25
(G)	do	13	25 & 26
(H)	do	14	26, 27 & 28
(I)	do	15	28
(J)	do	16	28, 29 & 30
(K)	do	17	30
(L)	do	27	80 & 81
(M)	do	28	94 & 95
(N)	do	34	119
(O)	do	35	119
(P)	do	36	119
(Q)	do	48	128, 129 & 133
(R)	do	49	133
(S)	do	50	133 & 134
(T)	do	51	134
(U)	do	52	134, 136, 137 & 139
(V)	do	53	139
(W)	do	58	157 & 158
(X)	do	59	163, 168, 177, 178 & 187
(Y)	do	60	188 & 191

H. FEASIBILITY OF ACCOMPLISHING THE PROJECT IN A TIMELY FASHION WITHIN THE TOTAL RESOURCES

1. Status of Environmental Clearance

- X Assessment has not begun. Estimated starting date: January 1978
 Assessment underway. Date assessment will be completed:
 X Preliminary finding made. Project does not require an EIS. (See
 Attachments IV.H.1, 2 and 3.)
 Finding made. Project requires an EIS. (EIS underway)
 X Estimated date for completion of environmental clearance: March 1978
 Environmental clearance completed. Request for Release of Funds
 is attached.

2. Status of Other Required Local Actions

None required.

3. Administrative and Legal Mechanisms

The City of Boston will be the recipient of the UDAG funds. The Boston Redevelopment Authority will administer the project and carry out all activities proposed, under a cooperation agreement between the City of Boston and the Authority. The Authority will assure compliance with HUD requirements in carrying out the project.

4. Project Schedule

<u>Activity</u>	<u>Starting Date</u>	<u>Completion Date</u>
1. Eighth & Ninth Streets (under design contract now)	April 1978	April 1979
2. Gate 4	Sept. 1978	Sept. 1979
3. Waterfront Park	June 1978	April 1979



EVELYN F. MURPHY
SECRETARY

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02202

STATEMENT OF THE SECRETARY
ON
FINAL ENVIRONMENTAL IMPACT REPORT

The Secretary of Environmental Affairs herein issues a statement that the Final Environmental Impact Report submitted on the below referenced project does adequately and properly comply with Massachusetts General Laws, Chapter 30, Section 62 and the regulations governing the preparation of environmental impact reports, subject to the conditions set forth in the attached memorandum.

Environmental Affairs File No: 02383

Submitted By: Boston Redevelopment Authority, Office of State

Planning, Department of Community Affairs, Massachusetts

Government Land Bank, Department of Environmental Quality

Engineering, Division of Conservation Services

Date Received: January 31, 1977

Project Identification: Charlestown Navy Yard, Urban Renewal

DATE

March 7, 1977

EVELYN F. MURPHY, SECRETARY

Evelyn F. Murphy

EFM/WFMH/arm
Enclosure
cc: Attorney General

Advisory Council on
Historic Preservation

1522 K Street NW.
Washington, D.C. 20005

December 9, 1977

Mr. Edward T. Pollack
Deputy Area Office Director
Boston Area Office
U.S. Department of Housing and Urban Development
Bulfinch Building
15 New Chardon Street
Boston, Massachusetts 02114

Dear Mr. Pollack:

On December 8, 1977, the Council received a determination from U.S. Department of Housing and Urban Development that the proposed conversion of Buildings 40 and 42 into housing (Project #023-35168) would not adversely affect the Boston Naval Shipyard, Boston, Massachusetts, a property included in the National Register of Historic Places. The Executive Director does not object to your determination.

A copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in your records as evidence of your compliance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320).

The Boston Area Office and Anderson Nottter Finegold Inc. are to be commended for this exciting and innovative adaptive use.

Sincerely yours,

Myra F. Harrison

Myra F. Harrison
Assistant Director
Office of Review and
Compliance

DEC 12 11 59 AM '77
DIRECTOR
HUD
BOSTON AREA

cc: Bonz
Walsh



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
BOSTON AREA OFFICE
BULFINCH BUILDING, 15 NEW CHARDON STREET
BOSTON, MASSACHUSETTS 02114

John F. Kennedy Federal Building
Boston, Massachusetts 02203

IN REPLY REFER TO:

DEC 07 1977

1.1SE

Ms. Myra F. Harrison, Assistant Director
Office of Review and Compliance
Advisory Council on Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

Subject: Building 40,42 Boston Navy Yard
Project Number 023-35168
Boston, Massachusetts

Dear Ms. Harrison:

Several meetings between the Boston Area Office of HUD, the State Historic Preservation Officer, the Developer of the above project and his Architect were held to review plans and specifications for the conversion of the above industrial buildings into housing.

Buildings 40 and 42 are located within the Charlestown Naval Shipyard, and are included in the Charlestown Navy Yard National Register District, Suffolk County, Boston, Massachusetts.

Having reviewed the proposed conversion of the industrial buildings into 367 units of housing, it is the opinion of HUD and the State Historic Preservation Officer, that a finding of "no adverse affect" is made as per 36 CFR 800, Procedures for the Protection of Historic and Cultural Properties.

Enclosed for your review and documentation are:

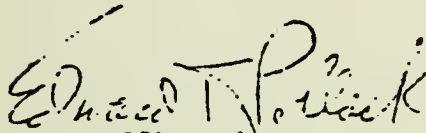
1. Narrative description of buildings 40 and 42; former industrial use and proposed treatment. (Anderson, Notter, Finegold, Inc.).
2. Photos of the exterior and interior (13 each).
3. Plans with elevations of the proposed conversion (5 each).
4. Illustrative Site Plan.

It is the intent of this office, in conjunction with the SHPO, to review the final plans to insure compliance with the guidelines established to preserve buildings and neighborhoods.

2

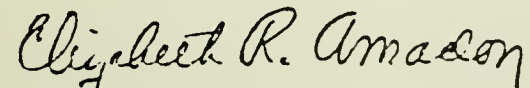
Your expeditious review of this project will be greatly appreciated.

If you have any questions please contact, Edward P. Machado on extension 223-4123.


Area Office Director

DEPUTY

Concurrence:


Elizabeth R. Amadon

State Historic Preservation Officer



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

AUG 4 1977

L1427-810

Mr. Robert F. Walsh
Director
Boston Redevelopment Authority
City Hall
1 City Hall Square
Boston, Massachusetts 02201

Dear Mr. Walsh:

Although the review of your application to acquire a portion of the Boston Naval Shipyard for historic monument purposes has not yet been completed, we interpose no objection to the demolition of the addition to Building 195 which lies in the historic monument transfer area. You should, however, comply with the requirements of Section 2(c) of Executive Order 11593 as stipulated in the Memorandum of Agreement and discussed in correspondence with Mr. Douglas Griffin, Historic American Engineering Record.

Sincerely yours,

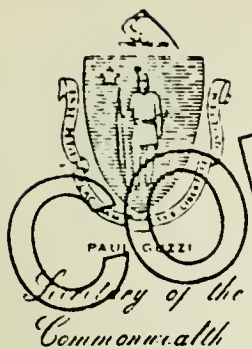
W. Brown Morton III
Departmental Consultant for
for Historic Architecture
Technical Preservation
Services Division

cc: Mrs. Elizabeth R. Amadon
Mr. Lawrence F. Bretta
Mr. Jordan Tannenbaum

RECEIVED

AUG 8 1977

BOSTON REDEVELOPMENT AUTHORITY
OFFICE OF THE DIRECTOR



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

294 Washington Street Boston, Massachusetts 02108

(617) 727-8470

May 5, 1977

Mr. Maurice Arnold
Regional Director
Bureau of Outdoor Recreation
Northeast Regional Office
600 Arch Street
Philadelphia, Pennsylvania 19106

Re: Boston Naval Shipyard, Park and Recreation Development

Dear Mr. Arnold:

As State Historic Preservation Officer, I am in complete agreement with the schematics for the above project as presented to me. The Boston Redevelopment Authority will provide an opportunity for the Massachusetts Historical Commission and the Bureau of Outdoor Recreation to review the final landscaping plans and design specifications for the Exhibition Pavilion and Fountain Plaza before construction of these facilities commences.

Consultation is going on and the provisions of the Memorandum of Agreement are being followed in all details. Please expedite your approval of this project.

Sincerely yours,

Elizabeth Reed Amadon

Elizabeth Reed Amadon
Executive Director
Massachusetts Historical Commission
State Historic Preservation Officer

xc: David Weiner, BRA
Marcia Myers, BLC

ERA/MW/etd



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

Secretary of the Commonwealth
294 Washington Street Boston, Massachusetts 02108
(617) 727-8470

RECEIVED

SEP 22 1977

September 22, 1977

Mr. Lawrence F. Bretta
Regional Commissioner
General Services Administration
Post Office Building
Boston, Massachusetts 02109

Attn: Joseph O'Connell

Dear Mr. Bretta:

I have reviewed the schematic plans including a map entitled Buildable Areas dated 9/4/76 as amended 8/8/77 pertaining to the treatment of property in the Boston Naval Shipyard in Charlestown to be purchased by the Boston Redevelopment Authority. I am in complete agreement with the plans as outlined to date. However, because the plans for rehabilitation and new construction are not detailed at this time, the following condition should be imposed on the sale of the property:

The Boston Redevelopment Authority agrees that the subject real property including structures will be maintained so as to preserve the qualities which qualify this property for the National Register of Historic Places.

To accomplish this goal, all plans for restoration, alteration and/or demolition of existing structures and all plans for new construction will be submitted to the State Historic Preservation Officer for review and approval prior to undertaking any such actions.

With this condition, the sale of the property will have no adverse effect on this historic resource.

Sincerely yours,

Elizabeth Reed Amadon

Elizabeth Reed Amadon
Executive Director
Massachusetts Historical Commission
State Historic Preservation Officer

xc: Marcia Myers

Advisory Council on
Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

47
1PR
October 20, 1977

RECEIVED

NOV 3 1977

Mr. L. F. Bretta
Regional Commissioner
Public Buildings Service
General Services Administration
Post Office and Courthouse
Boston, Massachusetts 02109

Dear Mr. Bretta:

In accordance with your letter of October 6, 1977, concerning the proposed disposal of a 30.91 acre portion of the Boston Naval Shipyard, Boston, Massachusetts, to the Boston Redevelopment Authority for historic monument purposes and pursuant to Section 800.5 of the "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800), the Memorandum of Agreement for the project is enclosed.

Please sign and date this Agreement and forward it (with its attached correspondence) to the Executive Director of the Boston Redevelopment Authority for signature. The Memorandum should then be sent to Mrs. Elizabeth R. Amadon, Massachusetts State Historic Preservation Officer, for her dated signature. Thereafter, it must be returned to us for approval by the Chairman of the Council. Ratification by the Chairman will complete the Council's Procedures and the undertaking may then proceed. A copy of the ratified Agreement will be provided for your records, and it will serve as evidence that you have satisfied your responsibilities pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320).

Thank you for your cooperation.

Sincerely yours,



Myra F. Harrison
Assistant Director
Office of Review
and Compliance

Enclosures

cc - 1P

The Council is an independent unit of the Executive Branch of the Federal Government charged by the Act of October 15, 1966 to advise the President and Congress in the field of Historic Preservation.

Advisory Council on
Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

MEMORANDUM OF AGREEMENT

WHEREAS, the General Services Administration proposes to dispose of a 30.91 acre portion of the Boston Naval Shipyard to the Boston Redevelopment Authority for historic monument purposes; and,

WHEREAS, it has been determined that this undertaking as proposed would have an adverse effect upon the Boston Naval Shipyard, Boston, Massachusetts, a property included in the National Register of Historic Places; and,

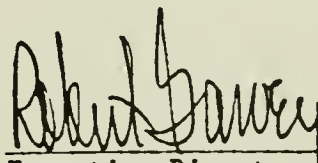
WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320) the General Services Administration has requested the comments of the Advisory Council on Historic Preservation; and,

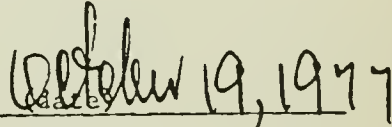
WHEREAS, pursuant to the Procedures of the Advisory Council on Historic Preservation (36 C.F.R. Part 800), representatives of the Advisory Council on Historic Preservation, the General Services Administration and the Massachusetts State Historic Preservation Officer have consulted and reviewed the undertaking to consider feasible and prudent alternatives to avoid or satisfactorily mitigate the adverse effect; and,

WHEREAS, the Boston Redevelopment Authority was invited and participated in the consultation process; now

THEREFORE:

Is is mutually agreed that implementation of the undertaking, in accordance with the Boston Redevelopment Authority's "Program of Preservation and Utilization (on file in the office of the Associate Director, Preservation of Historic Properties, National Park Service, Washington, D. C.) and the attached letter of October 6, 1977, and accompanying correspondence from Mr. L. F. Bretta, Regional Commissioner, Public Buildings Service, General Services Administration, will satisfactorily mitigate any adverse effect on the above-mentioned property.


Executive Director
Advisory Council on Historic Preservation


Date



Page Two

MEMORANDUM OF AGREEMENT
Boston Naval Shipyard
General Services Administration

15/ (date)
Regional Commissioner
General Services Administration

Elizabeth Rick Amadon (date) Oct. 27, 1977
Massachusetts State Historic Preservation
Officer

15/ (date)
Chairman
Advisory Council on Historic Preservation

Concur:

Robert Wahl (date)
Executive Director
Boston Redevelopment Authority

PART V

EVIDENCE OF PRIVATE AND OTHER PUBLIC COMMITMENTS

IMMOBILIARE NEW ENGLAND

73 TREMONT STREET

BOSTON, MASSACHUSETTS 02108

TELEPHONE: 617-742-1220

January 6, 1978

I.N.E. #77-062

Mr. Robert F. Walsh
Director
Boston Redevelopment Authority
City Hall
Boston, Massachusetts 02201

Dear Mr. Walsh:

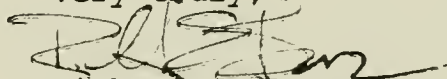
Immobiliare New England is committed to the concept of the redevelopment of the Charlestown Navy Yard. Moreover, we have committed over \$18 million for the rehabilitation and conversion of Building 42 into a 365-unit apartment complex which will be the first element of a nearly 1,200-unit residential complex.

We have received a Commitment from the Federal Housing Administration for mortgage insurance for the rehabilitation of Building 42 and are intending to commence development within the year. The successful marketing of the dwelling units in this building depends on the completion of the Shipyard Park across the street from Building 42 as well as the construction of 8th and 9th Streets which surround the building, and the creation of access into the Navy Yard at Gate 4.

We understand that these projects are included in the City of Boston application for Urban Development Action Grant (UDAG) funds. It is our hope that this application will be approved and funds awarded for these critical activities. Otherwise, our marketing effort for Building 42 is jeopardized. Since Building 42 is one of the first buildings to be developed in the Navy Yard, it will set an important precedent for the rest of the Navy Yard redevelopment.

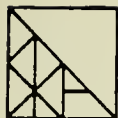
We will be happy to discuss our involvement in the Navy Yard project with those Federal agencies reviewing the UDAG application. Please let me know if we can be of any assistance in this matter.

Very truly,



Richard E. Bonz

REB:jb



BOSTON REDEVELOPMENT AUTHORITY City Hall / 1 City Hall Square / Boston, Massachusetts 02201 / Telephone (617) 722-4300

October 27, 1977

Dr. Alberto Marescotti
Mr. Arturo Ressi
Immobiliare New England
73 Tremont Street
Suite 922
Boston, Massachusetts 02108

Gentlemen:

This will confirm that Immobiliare of New England is tentatively designated developer of Parcel 2A (the site of building 42) within the Charlestown Naval Shipyard Project. This site, located between 8th and 9th Streets and between 1st Avenue and Boston Harbor, is to be developed for housing purposes with associated parking facilities to satisfy tenant needs.

We look forward to an early conveyance of this site so that construction on this site might commence during the Spring of 1978.

Sincerely,

David B. Weiner
Project Coordinator

MEMORANDUM

FEBRUARY 3, 1977

VOTED

TO: BOSTON REDEVELOPMENT AUTHORITY

FROM: ROBERT F. WALSH, DIRECTOR

SUBJECT: CHARLESTOWN URBAN RENEWAL AREA PROJECT NO. MASS. R-55
TENTATIVE DESIGNATION OF DEVELOPER FOR PORTION
OF BOSTON NAVAL SHIPYARD AT CHARLESTOWN

Summary: This memorandum requests that the Authority tentatively designate Immobiliare Canada Ltd., as Redeveloper of portions of the Boston Naval Shipyard at Charlestown, subject to execution of a Letter of Intent within ninety (90) days.

It is recommended that the tentative designation of Immobiliare Canada Ltd. be contingent upon the execution of a Letter of Intent within ninety (90) days, which letter of intent will identify the responsibilities of the parties as substantially outlined in the attached resolution. Should the parties fail to reach agreement on the letter of intent by the end of the ninety (90) days, it is proposed that the tentative designation will lapse and will only be extended with the consent of both parties.

The proposed designation of Immobiliare Canada Ltd., by direct negotiation, as opposed to advertisement, is consistent with the regulations of the Department of Housing and Urban Development. In this particular situation, direct negotiation is an appropriate method of disposition because of the difficult nature of this development site which will require the constant coordination of the activities of the private developer with many state and federal agencies. Although there has been widespread publicity concerning the availability of the Shipyard, it is significant to note that no major local developer has expressed any serious interest in the project. In fact, Immobiliare is the only developer to have submitted a formal proposal regarding residential development consistent with the Authority's objectives.

The Boston Naval Shipyard at Charlestown consists of a 27 acre National Historic Site and 105.7 acres which have been abandoned. The latter site consists of 43 buildings, two dry docks, and nine piers - all of which is proposed for redevelopment by the Authority.

The Amendment to the Charlestown Urban Renewal Plan adopted by the Authority on July 19, 1976, describes the land use and development objectives for the Boston Naval Shipyard at Charlestown. The development objectives of the Authority for the Shipyard are to stimulate private investment in housing, commercial, retail and light industrial developments, supply major recreational resources to the Charlestown community and achieve effective methods of pedestrian and vehicular access to and within the area. For example, the planning and development objectives for Parcels NY-3 and NY-4 provide for new and rehabilitated space for housing through the renovation of existing buildings, construction of townhouses on piers and along portions of the water's edge, and construction of mid-rise residential buildings. In addition, open space, commercial marinas and retail space will be provided.

After one year of investigating the potentials of the Navy Yard, Immobiliare Canada Ltd. submitted a formal proposal to the Authority requesting tentative designation as developer of the residential portions of Parcels NY-3 and NY-4. The proposal, submitted in September 1976, is entirely consistent in both concept and design with the plans of the Authority for a new residential community on a historic waterfront site. The proposal calls for the development of a residential complex of approximately 1,100 units in a variety of housing types, including rental apartments and condominiums in rehabilitated older buildings, mid-rise apartment buildings and townhouses. Extensive recreational facilities are proposed, including tennis courts, swimming pools, deck tennis, and two marinas located in the Pier 6 and Pier 8-10 areas. The development is estimated to be completed in eight to ten years.

Phase I of the development involves the rehabilitation of the Building 42 complex for 383 rental apartments, construction of 10-20 townhouses, and development of a marina for 93 boats. The total investment of Phase I is anticipated to be \$13,750,000.00.

Immobiliare Canada Ltd. and its associated North American companies are subsidiaries of Societe Generale Immobiliare of Rome, Italy. The Immobiliare group in North America has extensive development experience with residential and commercial projects in the United States and Canada, including the Watergate Complex in Washington and Marina Del Ray in California. The architects for the project are Anderson-Notter Associates of Boston. It is considered that the development team has the expertise, experience and financial resources to undertake this project.

It is therefore recommended that the Authority tentatively designate Immobiliare Canada Ltd. as Developer of portions of Parcels NY-3 and NY-4, otherwise described on the attached map as Sub-Parcels 1B, 2A, 2B, 3A, 3B, 4A, 4B and 5 located within the Boston Naval Shipyard at Charlestown and part of the Charlestown Urban Renewal Project Area, and hereinafter referred to as the "Project Area".

An appropriate Resolution is attached.

Attachment

RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY
RE: TENTATIVE DESIGNATION OF REDEVELOPER
FOR PORTIONS OF THE BOSTON NAVAL SHIPYARD
AT CHARLESTOWN.
CHARLESTOWN URBAN RENEWAL AREA
PROJECT NO. MASS. R-55

WHEREAS, the Authority has amended the Charlestown Urban Renewal Plan so as to include within the Project Area the former Boston Naval Shipyard at Charlestown; and

WHEREAS, the Authority is cognizant of the conditions that are imposed in the undertaking and carrying out of urban renewal projects including those prohibiting discrimination because of race, color, sex, religion or national origin; and

WHEREAS, the Authority is cognizant of Chapter 30, Sections 61 and 62 of the Massachusetts General Laws, as amended, with respect to minimizing and preventing damage to the environment; and

WHEREAS, the Authority has committed itself to the redevelopment of the Boston Naval Shipyard at Charlestown and has completed a reuse plan for the Shipyard; and

WHEREAS, Immobiliare Canada Ltd. has expressed interest in and has submitted a satisfactory proposal for development of portions of the Shipyard and has requested it be tentatively designated as Developer:

NOW, THEREFORE, BE IT RESOLVED BY THE BOSTON REDEVELOPMENT AUTHORITY:

1. That Immobiliare Canada Ltd. be and is hereby tentatively designated as Developer of Sub-Parcels 1B, 2A, 2B, 3A, 3B, 4A, 4B and 5 as shown on the attached plan, subject to the following condition:

That a Letter of Intent by and between the Authority and Immobiliare Canada Ltd. be executed within ninety (90) days of the date hereof, which letter of intent shall set forth the responsibilities of both parties including, but not limited to, the following:

- (i) The execution by the Authority of a purchase and sale agreement by and between the Authority and the General Services Administration concerning the acquisition by the Authority of the Boston Naval Shipyard at Charlestown, which agreement shall set forth financing proposals which are satisfactory to the Authority.

- (ii) The definitive description and scheduling of public improvements which are to be conditions precedent, including adequate assurances of funding and construction, to the commencement of construction by the development entity.
- (iii) The provision by the Developer of evidence of a written commitment for financing Phase I of the project, which evidence will be a condition precedent to the expenditure of any public funds related to the public improvements. Phase I consists of Sub-Parcels 1B, 2A and 2B. In addition, the Developer shall submit reasonable proposals regarding the financing of the development of Sub-Parcels 3A, 3B, 4A, 4B and 5, and, on the basis of this, be given consideration for the development of Parcel 1A and 6.
- (iv) The determination of the nature and form of a deposit designed to secure the obligations of the Developer.
- (v) A disposition price for each sub-parcel shall be established, which price shall reflect the permitted use, the density and the costs of site improvements and the risks associated with the construction and marketing of residential development.
- (vi) A schedule for the construction of the proposed development shall be submitted and approved.
- (vii) Security, satisfactory to the Authority, in the form of a guarantee or otherwise, that once construction has been commenced it will be completed in accordance with plans and specifications approved by the Authority prior to the start of construction.
- (viii) An agreement as to a schedule and procedure for the submission of plans in accordance with the Authority's Design Review Process for each stage of the development.
- (ix) An agreement as to design controls with respect to the entire Shipyard, which controls shall include, but not be limited to, matters of use, height, density, building materials and the exterior treatment of each building.

- (x) An agreement as to a maintenance and use program regarding streets and ways within the Shipyard, and public areas.
- (xi) An agreement as to a parking program designed to assure adequate parking facilities for the entire Shipyard.
- (xii) An agreement shall be made regarding the payment of real estate taxes, including the basis of future assessments, for submission in an application under the provisions of G. L., c. 121A.
- (xiii) The identification of all governmental approvals necessary to permit the project to commence shall be made and a determination shall be made as to which of the parties has the responsibility to obtain the same. In addition, each of the parties shall agree to cooperate with the other in the acquisition of any such approval.

2. That disposal of the Project Area within the Charlestown Urban Renewal Project by negotiation is the appropriate method of making the land available for redevelopment.

3. That it is hereby determined that Immobiliare Canada Ltd. possesses the qualifications and financial resources necessary to acquire and develop the land in accordance with the Urban Renewal Plan for the Project Area.

4. That it is hereby found and determined that the proposed development will not result in significant damage to or impairment of the environment and further that all practicable and feasible means and measures will be utilized to avoid or minimize damage to the environment.

5. That the Secretary is hereby authorized and directed to publish notice of the proposed disposal transaction, whether or not applicable to this development, in accordance with Section 105(E) of the Housing Act of 1949, as amended, including information with respect to the "Redeveloper's Statement for Public Disclosure" (Federal Form H-6004).

6. That the Director be and is hereby authorized to execute a Letter of Intent containing therein the terms outlined in Paragraph 1. hereof, including such other terms and conditions that the Director deems to be in the best interest of the Authority.

7. That in the event that a Letter of Intent is not executed within ninety (90) days of the date hereof, the tentative designation of the Developer will lapse and be deemed terminated unless such time is extended by the Authority and the Developer.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
BULFINCH BUILDING
15 NEW CHARDON STREET
BOSTON, MASSACHUSETTS 02114

September 29, 1977

Building 42 Associates/
Furniture New England
Suite 922
1 Tremont Street
Boston, Massachusetts 02108

Subject: Project No. 023-35168 PM-R/EC
42 8th Street
Charlestown, Massachusetts

Gentlemen:

We invite you to submit, through your mortgagee, an application for Conditional
Commitment X, Firm Commitment _____,
for project mortgage insurance on the captioned project.

The project shall have the following characteristics:

Total Units 367. Type Building 6 Story-Elev.-5 Bldgs., consisting of
553,720 total gross square feet and having a unit

composition of:

<u>Type of Unit</u>	<u>Sq. Ft.</u>	<u>Number</u>	<u>Monthly Rental</u>
Efficiency <u>1 Bath</u>	<u>497</u>	<u>13</u>	<u>\$385.00</u>
One Bedroom <u>1 Bath(s)</u>	<u>600</u> <u>900</u>	<u>18</u> <u>225</u>	<u>515.00</u> <u>560.00</u>
<u>1½ Bath(s)</u> Two Bedroom <u>1.5 Bath(s)</u>	<u>1,149</u>	<u>70</u>	<u>665.00</u>
Three Bedroom <u>1.5 Bath(s)</u>	<u>1,424</u>	<u>39</u>	<u>800.00</u>
Four Bedrooms <u>Bath(s)</u>	_____	_____	_____
Total	<u>351,984</u>	<u>365 plus</u> <u>2 - Non-Rental</u> <u>0 - Bdrm. Units</u>	<u>\$218,025</u>
Land Use Intensity Rating	<u>N/A</u>	_____	_____

Equipment and Services included in rent are: As shown on Form 2013, dated 8/18/77.
plus shades in all units and the operating expense of the Air Conditioning system
within apartments.

Commercial Area 2,700 sq. ft. Estimated Monthly Rental

\$ 2,025.00

Number of Parking Spaces: Enclosed	- 0 -	Open	376
Estimated Monthly Parking Rentals \$	\$13,160.00		
Estimated Monthly Income from Other Sources	\$	- 0 -	
* Estimated Total Expense	\$	1,090,001.00	
Of this, Taxes Represent	\$	525,296.00	

The maximum project cost supportable by the economics of this proposal is indicated to be \$ 17,585,666.00 distributed as follows:

*Tentative FHA Land Value (with off-site improvements installed)

\$ _____

~~XXXXXX~~ Existing Indebtedness
(if rehabilitation)

100,000.00

Carrying Charges and Financing Charges

3,554,560.00

Legal and Organization Expense

25,752.00

Consultant Fee (if applicable)

Design Architect (prior to construction)

370,077.00

Supervisory Architect (in the construction period)

123,359.00

Bond Premium

92,520.00

Other Fees

50,000.00

~~Supplemental-Management-Fund~~ Cost Cert. Audit Fee

10,000.00

Contingency Reserve (if rehabilitation)

917,082.00

~~Construction-Budget~~, or Project Rehabilitation

Budget (if applicable) (including Builders

General Overhead and BSPRA of \$ 1,821,236.00).

12,342,316.00

General Requirements

545,882.00

*HUD "As is" Value is zero on Residual Basis

* Excess construction cost resulting from unusual on site conditions provided for in the construction cost estimate will be deducted from FHA Land Value (with off-site improvements installed). Any reduction in improved value will also be reflected in "As Is" Value for cost certification purposes.

Your architect should be fully aware of the significance of the project construction budget (or project rehabilitation budget, if applicable), which is the upper limit available for construction (or rehabilitation) recognized by FHA. The insurable mortgage will not exceed \$ 15,827,100.00. The cash you will be expected to furnish at closing is estimated to be \$1,834,906.00, which includes equity investment, working capital, operating deficit, discount and off-

site costs (if applicable).

* This letter is an initial evaluation of the project as proposed. HUD reserves the right to make any adjustments deemed necessary up to the time of issuance of Condition and/or Firm Commitment.

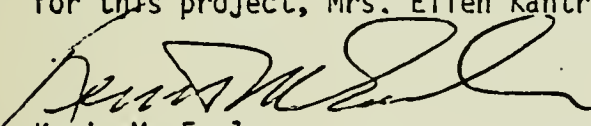
If you request a Conditional Commitment, your application must be accompanied by the application fee of \$2.00 per thousand dollars of the amount of the loan for which you are applying. If you elect immediately to request a Firm Commitment, your application must be accompanied by the application-commitment fee of \$3.00 per thousand dollars of the loan amount for which you are applying. In addition, contract drawings and detailed specifications, together with the firm cost estimate shown on Form 2328, must be included as part of the case submission.

* You must meet the target dates that are established for the proposal. If an allocation of interest subsidy funds is required, a request for an extension of target dates cannot be granted, unless it is demonstrated that further delay will not tie up subsidy funds that could be used more expeditiously by other sponsors.

This letter will expire if you fail to submit your application with the required fee within 90 days of the date hereon. Any subsequent resubmission will require our re-examination of your proposal and another Feasibility Conference.

The FHA Design Representative for this project will be Mr. Ralph Lanzillo. He will render any assistance you may require in the preparation of your plans. The architect is required to submit evidence with the Application for Firm Commitment and at initial closing that he carries professional liability insurance.

A meeting to discuss the terms of this letter and requirements for subsequent processing may be arranged by contacting the Multifamily Housing Representative for this project, Mrs. Ellen Kantrowitz, at 223-4166.



Kevin M. Earls
Director, Housing Development Division

See Attached Conditions

Conditions of Feasibility Deter, Dated September 29, 1977
Project No. 023-35168 PM-R/EC

1. That project design will incorporate noise attenuation measures as needed to insure compliance with standards for interior noise levels as established by Circular 1390.2. Project design architect will certify to such compliance.
2. That flood insurance coverage will be provided.
3. That repairs proposed for existing sea wall will have the approval of the Corp. of Engineers.
4. That project design will conform to applicable standards for Historic Properties - Section 106 Review.
5. That if the interest rate for the permanent financing of this project shall exceed $7\frac{1}{2}\%$, the maximum insurable loan as indicated in this letter may be subject to reduction.
6. That prior to the issuance of a Conditional or Firm Commitment there will be compliance with all HUD Equal Opportunity and Management Requirements.

Note: It is anticipated that, at the time of the initial endorsement of this project, HUD will require the establishment of an operating deficit escrow. The estimated cash requirement specified in this letter does not include an amount for such an escrow. It is presently estimated that sustaining occupancy will require 18 months from the completion date of the project.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
FEDERAL HOUSING ADMINISTRATION

APPLICATION - PROJECT MORTGAGE INSURANCE

Project Name: Building 42 Project Number: 033-000773

TO: Banking Institution to be Named and the FEDERAL HOUSING COMMISSIONER
The undersigned hereby requests a loan in the principal amount of \$ 15,285,000 to be insured under the provisions of Section 207 of the National Housing Act, said loan to be secured by a first mortgage on the property hereinafter described
Insurance of advances during construction ☒ is ☐ is not desired ☒ Feasibility (Rehab) ☐ SAMA ☐ Conditional ☐ Firm
Type of Mortgage: ☒ PM ☐ LD ☐ BS ☐ NP Permanent Mortgage Interest Rate: 7.5 %

A. LOCATION AND DESCRIPTION OF PROPERTY:

1. Street No. 42	2. Street 8th Street	3. Municipality Charlestown	4. Census Tract 408	5. County Suffolk	6. State and ZIP Code MA 02129
7. Type of Project: ☒ Row (T.H.) ☐ Detached ☐ Semi-Detached		8. No. Stories 6	9. Foundation ☒ Slab on ☐ Full Basement	10. Partial Basement ☐ Crawl Space	11. Basement Floor Structural Slab on ☒ Slab ☐ Grade
10. ☐ Proposed ☒ Existing	11. Number of Units Revenue 353 Non-Rev 2	12. Number of Buildings 1	13. List Accessory Buildings and Areas 376 space parking garage on site		
			13a. List Recreation Facilities and Areas Tennis courts, sauna, swimming pool, play area waterfront park		

14. Dimensions: ft. by ft. or 319,500 sq. ft.		15. Yr. Built 1977-8	16a. ☐ Manufactured Housing ☒ Conventionally Built	16b. ☐ Modules ☒ Components
17. Zoning: (If recently changed, submit evidence) H-3		18. Exterior Finish Brick	19. Structural System Concrete	20. Floor System Concrete
		21. Heating, A/C System 2-2 oil-fire		

B. INFORMATION CONCERNING LAND OR PROPERTY:

22. Date Acquired	23. Purchase Price	24. Additional Costs Paid or Accrued	25. If Leasehold, Annual Ground Rent	26. Total Cost	27. Outstanding Balance	28. Relationship Between Seller and Buyer
to be acquired from	690,000	NA	NA	\$ 690,000 *	\$ 100,000	Business
29. Utilities: Public ☒ Community ☐ Distance from Site		30. General Site Features* includes credits of \$590,000 and cash of \$100,000. See Letter				
Water ☒ ☐ At site		☐ Cuts ☐ Fills ☐ Rock Formations ☐ Embankments ☐ None				
Sewer ☒ ☐ At site		☐ Poor Drainage ☐ High Water Table ☐ Retaining Walls				
		☒ Other (Specify) filled land ☐ Off-Site Improvements				
structure on piles; selective demolition of existing structure, construction of waterfront park						

C. ESTIMATE OF INCOME:

31. Number of Family Type Unit	Living Area (Square Feet) (Average)	Composition of Units	Unit Rent Per Month	Total Monthly Rent for Unit Type
11	540 sf	LR/B, K, B	385	\$ 4,235
161	755 sf	1BR, LR, K, B	505	\$ 81,305
82	935 sf	1BR, LR, K, 1 1/2 B	600	\$ 49,200
70	1000 sf	2BR, LR, K, 1-1 1/2 B	665	\$ 46,550
39	1485 sf	3BR, LR, K, 1 1/2 B	790	\$ 30,810
TOTAL ESTIMATED RENTALS FOR ALL FAMILY UNITS				\$ 212,100
32. Number of Parking Spaces: 126 fireplaces @ \$10				1,260
☐ Attended ☒ Self Park				
Laundry Income @ \$2 Per Unit/Month				730
Covered Spaces 376 @ \$50 per month				18,800
33. Commercial: Acres-Ground Level 2700 sq. ft. @ \$.75 per sq. ft./month				2,025
Other Levels				
TOTAL ESTIMATED GROSS PROJECT INCOME AT 100% OCCUPANCY				\$ 234,915
TOTAL ANNUAL RENT (Item 31 x 12 months)				\$ 2,515

34. Gross Floor Area 405,900 sq. ft.	35. Net Rentable Residential Area 333,022 sq. ft.	36. Net Rentable Commercial Area 2,700 sq. ft.
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37. NON-REVENUE PRODUCING SPACE		
Type of Employee	No. Rooms	Composition of Unit
Manager	1	LR/B, K, B (E-1)
Maintenance Manager	1	LR/B, K, B (E-2)
Location of Unit in Project: Second floor		

38. EQUIPMENT: ☒ Range (Gas or Elec.) ☒ Dishwasher ☒ Refrig. (Gas or Elec.) ☐ Carpet ☒ Air Cond. (Equip. Only) ☐ Drapes ☒ Kitchen Exhaust Fan ☒ Swimming Pool		39. SERVICES: ☐ Heat ☐ Hot Water ☐ Cooling ☐ Air Conditioning ☐ Heat ☐ Hot Water ☐ Cooling ☐ Air Conditioning	40. SPECIAL ASSESSMENTS: ☐ Payable ☐ Non-Payable ☐ Principal ☐ Access
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E. ESTIMATE OF ANNUAL EXPENSE:

ADMINISTRATIVE

1. Advertising	\$ 10,400
2. Management	106,920
3. Other	1,800
4. TOTAL ADMINISTRATIVE	119,120

OPERATING:

5. Elevator Maintenance Expense	12,200
6. Fuel (Heating and Domestic Hot Water)	150,560
7. Lighting & Misc. Power	48,180
8. Water	23,650
9. Gas	NA
10. Garbage & Trash Removal	5,860
11. Payroll	108,605
12. Other	3,650
13. TOTAL OPERATING	352,705

MAINTENANCE:

14. Decorating	\$ 72,270
15. Repairs	included in #14
16. Entertainment	2,010
17. Insurance	40,000
18. Ground Expense	3,750
19. Other	5,475
20. TOTAL MAINTENANCE	123,505
21. Replacement Reserve (0.0060 x Total for Structural Line 41)	64,034
22. TOTAL EXPENSE	659,354

TAXES:

23. Real Estate Estimated Assessed Value	\$
per \$1000	\$ 524,330 (121-A @ 20%)
24. Personal Property Tax, Assessed Value	\$
per \$1000	\$
25. Employee Payroll Tax	\$ 9,665
26. Other	\$
27. Other	\$
28. TOTAL TAXES	533,995

29. TOTAL EXPENSE AND TAXES

F. INCOME COMPUTATIONS

30. Estimated Project Gross Income (Line C32, Page 1)	\$ 2,818,980
31. Occupancy (Entire Project)	93.0%
32. Effective Gross Income (Line 30 x Line 31)	2,621,651
33. Total Project Expenses (Line 29)	1,193,349
34. Net Income to Project (Line 32 - Line 33)	1,428,302
35. Expense Ratio (Line 29 - by Line 32)	45.5%

H. TOTAL REQUIREMENTS FOR SETTLEMENT:

1. DEVELOPMENT COSTS (Line 72)	\$16,923,473
2. LAND INDEBTEDNESS (Or Cash required for Land Acquisition)	100,000
3. SUBTOTAL (Line 1 + Line 2)	\$17,023,473
4. Mortgage Amount	\$ 15,285,000
5. Fees Paid by Other than Cash	1,469,020
6. Line 4 plus Line 5 Subtotal	\$16,754,020
7. CASH INVESTMENT REQUIRED (Line 3 - Line 6)	\$ 269,453
8. INITIAL OPERATING DEFICIT	NA
9. ANTICIPATED DISCOUNT (2%)	382,125
10. Working Capital (2% of Mortgage Amount)	305,700
11. Off-Site Construction Costs	NA
12. TOTAL ESTIMATED CASH REQUIREMENT (Lines 7 + 8 + 9 + 10 + 11)	\$ 957,278

G. ESTIMATE OF REPLACEMENT COST

36a. Unimproved Land Improvements	\$ 150,000
36b. Other Land Improvements	325,000
36c. Total Land Improvements	475,000
STRUCTURES	
37. Main Buildings	\$ 9,575,000
38. Accessory Buildings	NA
39. Garage	1,097,250
40. All Other Buildings	NA
41. TOTAL STRUCTURES	10,672,250
42. General Requirements	42,000
FEES:	
43. Builder's General Overhead	231,863
44. Builder's Profit	NA
45. Architect's Fee - Design	375,000
46. Architect's Fee - Supervisory	125,000
47. Bond Premium	75,000
48. Other Fees	55,000
49. TOTAL FEES	830,863
50. TOTAL for All Improvements (Lines 36c + 41 + 42 + 49)	12,452,000
51. Cost per Gross Square Foot	30
52. Estimated Construction Time	18 wks
CARRYING CHARGES AND FINANCING:	
53. Interest 20 months @ 9%	\$ 1,146,375
54. Taxes	100,000
55. Insurance	75,000
56. FHA 5 1/2% Ins. Fee (0.3%)	127,375
57. FHA Exam. Fee (0.3%)	45,855
58. FHA Inspect. Fee (0.5%)	76,425
59. Financing Fee (1%)	229,275
60. AMPO (1%)	NA
61. FNMA/GNMA Fee (2%)	305,700
62. Title and Recording	64,195
63. TOTAL CARRYING CHARGES & FIN.	2,100,825
LEGAL, ORGANIZATION & AUDIT FEE:	
64. Legal	45,000
65. Organization	10,000
66. Cost Certification Audit Fee	10,000
67. TOTAL LEGAL, ORGANIZATION & AUDIT FEE	65,000
68. Builder & Sponsor Profit and Risk	1,491,000
69. Consultant Fee	NA
70. Supplemental Management Fees	NA
71. Contingency Reserve	71,000
72. TOTAL ESTIMATED DEVELOPMENT COST (Excluding Land or Off-Site Cost) (Lines 50 + 63 + 67 + 68 + 69 + 70 + 71)	16,923,473
73. LAND (Estimated Market Price of Site)	100,000
74. TOTAL ESTIMATED REPLACEMENT COST OF PROJECT (Line 72 + Line 73)	17,023,473

Source of Cash to meet Requirements	Amount
Sponsor as required	\$ 957,278
	\$
	\$
	\$
	\$
	\$
TOTAL	\$ 957,278

NAMES, ADDRESSES AND TELEPHONE NUMBERS OF THE FOLLOWING	
1. SPONSOR (Name, Address and ZIP Code)	2. CONTRACTOR (Name, Address and ZIP Code)
Building 42 Associates/Immobi- are New England Suite 922 73 Tremont Street Boston, Massachusetts 02108 Telephone Number: 617-742-1220	Taylor, Woodrow, E. Urban Con- struction Company 10 Tremont Street Boston, Massachusetts 02108 Telephone Number: 617-723-7720
Name, Address and ZIP Code: Immobiliare Canada, Limited Suite M-100 Place Victoria Montreal 115, Quebec Telephone Number: 514-975-5170	3. SPONSOR'S ATTORNEY (Name, Address and ZIP Code): A. Jeffrey Dando, Esq. Goodwin, Procter & Hoar 28 State Street Boston, Massachusetts 02108 Telephone Number: 617-523-5700
Name, Address and ZIP Code: ICOS Corporation of America Suite 1131 One World Trade Center New York, New York 10048 Telephone Number: 212-432-1277	4. ARCHITECT (Name, Address and ZIP Code): Anderson Notter Associates 77 North Washington Street Boston, Massachusetts 02114 Telephone Number: 617-227-9272

CERTIFICATION:

The undersigned, as the principal sponsor of the proposed mortgagor, certifies that he is familiar with the provisions of the Regulations of the Federal Housing Commissioner under the above identified Section of the National Housing Act and that to the best of his knowledge and belief the mortgagor has complied, or will be able to comply, with all of the requirements thereof which are prerequisite to insurance of the mortgage under such section.

The undersigned further certifies that to the best of his knowledge and belief no information or data contained herein or in the exhibits or attachments listed herein are in any way false or incorrect and that they are truly descriptive of the project or property which is intended as the security for the proposed mortgage and that the proposed construction will not violate zoning ordinances or restrictions of record.

The undersigned agrees with the Federal Housing Administration that pursuant to the requirements of the FHA Regulations, (a) neither he nor anyone authorized to act for him will decline to sell, rent or otherwise make available any of the property or housing in the multifamily project to a prospective purchaser or tenant because of his race, color, religion or national origin, (b) he will comply with federal, state and local laws and ordinances prohibiting discrimination, and (c) his failure or refusal to comply with the requirements of either (a) or (b) shall be proper basis for the Commissioner to reject requests for future business with the sponsor identified or to take any other corrective action he may deem necessary.

Date: Aug 13th '77

Signed: 

Arturo L. Rossi, Secretary

REQUEST FOR COMMITMENT: ☐ Conditional ☐ Firm

TO: FEDERAL HOUSING COMMISSIONER:

Pursuant to the provisions of the Section of the National Housing Act identified in the foregoing application and FHA Regulations applicable thereto, request is hereby made for the issuance of a commitment to insure a mortgage covering the property described above. After examination of the application and the proposed security, the undersigned considers the project to be desirable. It is estimated that a loan in the principal amount of \$ _____ which will bear interest at _____ will require repayment of principal over a period of _____ months according to amortization plan agreed upon.

Insurance of advances during construction ☐ Yes, ☐ No not desired.

It is understood that the financing expense, in the amount of \$ _____ is subject to adjustments that the total will not exceed _____ % of the amount of your commitment.

Herewith a check for \$ _____, which is in payment of the application fee required by FHA Regulations.

Signed: _____
(Proposed Mortgagor)

Address of Mortgagor: _____

FOR FHA USE ONLY

Received					
Date					
By					

NOTES TO 2013
Building 42
Charlestown Navy Yard

Projected Revenues

See Attached Report

Projected Annual Expenses

E.1. Advertising budget \$200. per week

E.2. Management:

Salaries

Property Manager	1 @	17,500	=	17,500	
Rental Manager	1 @	12,500	=	12,500	
Administrative Asst.	1 @	10,000	=	10,000	
Secretarial-Clerical	3 @	8,500	=	25,500	
Accounting(part time)	½ @	15,000	=	7,500	
Salaries, sub total					\$ 73,000
Office Overhead: Telephone					15,000
Accounting Services					6,000
Miscellaneous					5,000
					<u>\$ 99,000</u>
Increased to 1978 (8%)					7,920
Total					106,920

E.3. Other estimated at \$150 per month.

E.5. Elevator Maintenance:

Estimated by Consolidated Elevator Company for 6 elevators with 2 stops each plus ground floor for full 24-hour service at \$10,080 per year advanced by 21% to account for new union contracts, and likely increases through 1979. $\$10,080 \times 1.21 = 12,192$ rounded to 12,200.

E.6. Fuel and Hot Water (Two-pipe fan individual coil system). Based upon actual operating experience of Tremont on the Common, Prudential Center, Harbor Towers, Piano Craft Apartments, 808 Memorial Drive, and 100 Memorial Drive. Estimated at \$375 per unit per year x 365 units x 110% (time adjustment) = \$150,560. This estimate does not deduct for unleased, vacant apartments.

E.7. Lighting: Estimate based on actual costs for Church Park, Prudential Towers, 100 Memorial Drive, Brook House, Edgewater Apartments, Lakeshore Apartments, The Tannery, and Piano Craft Apartments with adjustments to exclude tenant electricity. Adjusted 1977 base \$120. per unit per year x 365 units x 110% (2-year time adjustment). This estimate does not deduct for project only having 1/3 the normal corridor space.

E.8. Water: Based upon actual costs of water-sewer at Tremont-on-the-Common, Piano Craft Apartments, Harbor Towers, and Church Park. Adjusted 1977 base \$60 per unit per year x 365 units x 108% (2-year time adjustment).

- E.10. Garbage and Trash: Based on actual costs for pick-up at Church Park, 100 Memorial Drive, Prudential Center, Harbor Towers, and Piano Craft Apartments. Adjusted 1977 base \$15 per unit per year x 365 units x 107% (2-year time adjustment).
- E.11. Payroll:
- | | | | |
|---|-------------------------|--------------|-----------|
| 1 | Building Superintendent | @ \$13,500 = | 13,500 |
| 1 | Maintenance Chief | @ 10,000 = | 10,000 |
| 1 | Maintenance Assistant | @ 8,500 = | 8,500 |
| 4 | Handymen-Porters | @ 8,000 = | 32,000 |
| 5 | Reception-Security | @ 7,500 = | 37,500 |
| | 1977 Salary, sub-total | | 101,500 |
| | Time adjustment | | 107% |
| | 1979 Estimate | | \$109,605 |
- E.12. Other: 365 units @ \$10
- E.14. &
E.15. Decorating and Repairs: Based upon actual costs for Prudential Center, Church Park, 100 Memorial Drive, and Edgewater Apartments. Adjusted base \$180 per unit yearly x 365 units x 110%.
- E.16. Exterminating: Based on actual costs per Tremont-on-the-Common, 805 Memorial Drive, Prudential Center, 100 Memorial Drive, and Edgewater Apartments. Adjusted base \$500. per unit x 365 units x 108%.
- E.17. Insurance: Based on actual costs per Church Park, Piano Craft Apartments, Tremont-on-the-Common, and preliminary estimate by Brewer & Lord.
- E.18. Ground Expense: Based upon actual costs for Prudential Center, Church Park, 100 Memorial Drive, and Harbor Towers. Adjusted base \$9.50 per unit yearly x 365 units x 108%.
- E.19. Other: Estimated at \$15 per unit per year.
- E.23. Real Estate Taxes: Proposed 121-A Agreement with payments 20% of effective gross income. Although actual occupancy Waterfront Apartments is in the 97% range and overall market is at 95%.
- E.25. Employee Taxes: Based upon actual percentage of payroll for Church Park, Prudential Center, and 100 Memorial Drive. Payroll \$109,605 x 8.9%

F.31. Income Computations: Although actual occupancy in waterfront apartments is in the 97% range and overall market is at 95%, we have used 93% in this pro forma.

G.47. Bond Premium:

<u>Bond Premium:</u>		<u>Rates per \$1000</u>	<u>Premiums</u>
First	\$ 500,000	12.00	\$ 6,000
Next	2,000,000	7.25	14,500
Next	2,500,000	5.75	14,375
Next	2,500,000	5.25	13,125
Balance	4,325,000	5.00	21,625
Total \$ 11,825,000			\$ 69,625
			x 1.07
			\$ 74,500
			Say 75,000

G.48. Other Fees (Taylor, Woodward, Clyde Proposal)

Soils Analysis	\$45,000
Survey and Related	10,000
	<u>\$55,000</u>

G.53. Interest:

$$15,285,000 \times \frac{20}{12} \times \frac{.09}{2} = 1,146,375$$

G.54. Taxes:

Taxes based on 121-A

G.62. Title and Recording:

Based on FHA formula .0042 x 15,285,000

G.64. Legal:

Based upon estimate of Goodwin, Procter & Hoar.

G.71. Contingency Reserve:

Contingency reserve estimated at 5% of mortgage and equals \$2,093 per unit.

G.73. BRA disposition price (see attached letter) \$690,000
 including credits for demolition, special landscaping, and site conditions.
 Less demolition estimate (line G.36 and G.37) (\$ 200,000)
 Net remaining land cost \$ 490,000
 as shown G73 includes cash of \$100.00
 and remaining credits

H. 2. Land Indebtedness:

Remaining Land Indebtedness - \$100,000 is cash balance remaining.

PART VI

SUMMARY OF PROPOSED EXPENDITURES

PART VI-----SUMMARY OF PROPOSED EXPENDITURES

ACTIVITY	SOURCE OF FUNDS (in \$1,000's)				TOTAL COST
	UDAG	PRIVATE	STATE	OTHER PUBLIC	
Land acquisition	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Streets & site improvements	1,500	0	0	0	1,500
Parking facilities	0	0	0	0	0
Foundations & platforms	0	0	0	0	0
Pedestrian malls	500	0	0	500	1,000
Water & sewer facilities	0	0	0	0	0
Clearance & demolition	250	0	0	0	250
Rehabilitation					
a. Commercial	0	0	0	0	0
b. Industrial	0	0	0	0	0
c. Residential	0	15,000	0	0	15,000
Construction					
a. Commercial	0	0	0	0	0
b. Industrial	0	0	0	0	0
c. Residential	0	0	0	0	0
10. Relocation	0	0	0	0	0
11. Other (list)	0	0	0	0	0
12. Administrative costs (5%)	112	0	0	0	112
13. Subtotal (sum of line 1 through 12)	<u>\$ 2,362</u>	<u>\$15,000</u>	0	<u>\$ 500</u>	<u>\$17,862</u>
14. Contingencies (Not to exceed 10% of line 13)(5%)	118	0	0	0	118
15. Program income	0	0	0	0	0
16. Total cost	<u>\$ 2,480</u>	<u>\$15,000</u>	0	<u>\$ 500</u>	<u>\$17,980</u>



PART VII
CERTIFICATION

PART VII

ASSURANCES AND CERTIFICATION

The applicant hereby assures and certifies with respect to the grant that:

- (1) It possesses legal authority to apply for the grant, and to execute the proposed project
- (2) Its governing body has duly adopted or passed as an official act a resolution, motion or similar action authorizing the filing of the application, including all understandings and assurances contained therein, and directing and designating the authorized representative of the applicant to act in connection with the application and to provide such additional information as may be required.
- (3) It has complied with all the requirements of OMB Circular No. A-95 as modified by Sections 57C 454 (e) and that either
 - (i) any comments and recommendations made by or through clearing-houses are attached and have been considered prior to submission of the application; or
 - (ii) the required procedures have been followed and no comments or recommendations have been received.
- (4) Prior to submission of its application, the applicant has:
 - (i) prepared and followed a written citizen participation plan, which plan provides the opportunity for citizens to participate in the development of the application, with special attention to measures to encourage the statement of views and the submission of proposals by low- and moderate-income people and residents of blighted neighborhoods, and to scheduling hearings at times and locations which are convenient to all citizens;
 - (ii) provided citizens with adequate information concerning the amount of funds available for proposed activities, the range of activities that may be undertaken, and other important program requirements;
 - (iii) held public hearings to obtain the views of citizen, of which at least one hearing was held on needs which may be dealt with under this subpart, and at least one hearing was held on the application prior to official action authorizing submission of the application.
- (5) Its chief executive officer or other officer of applicant approved by HUD:
 - (1) Consents to assume the status of a responsible Federal official under the National Environmental Policy Act of 1969 insofar as the provisions of such Act apply to the applicant's proposed program pursuant to 24 CFR 570.603; and

(5) Continued

- (ii) is authorized and consents on behalf of the applicant and himself to accept the jurisdiction of the Federal courts for the purpose of enforcement of his responsibilities as such an official.
- (6) The proposed project is consistent with the Community Development Program, the Housing Assistance Plan, and the Overall Economic Development Plan, where such plan exists, is in effect, and is required by law or administrative action to be consistent with the Community Development Program.
- (7) It will comply with the regulations, policies, guidelines and requirements of Federal Management Circulars 74-4 and 74-7, as they relate to the application, acceptance and use of Federal funds for this federally-assisted program.
- (8) It will administer and enforce the labor standards requirements set forth in Section 570.605 and HUD regulations issued to implement such requirements.
- (9) It will comply with all requirements imposed by HUD concerning special requirements of law, program requirements, and other administrative requirements approved in accordance with Federal Management Circular 74-7.
- (10) It will comply with the provisions of Executive Order 11296, relating to evaluation of flood hazards.
- (11) It will comply with:
 - (i) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and the regulations issued pursuant thereto (24 CFR Part I), which provides that no person in the United States shall on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this assurance. If any real property or structure thereon is provided or improved with the aid of Federal financial assistance extended to the applicant, this assurance shall obligate the applicant, or in the case of any transfer of such property, any transferee, for the period during which the real property or structure is used for a purpose for which the Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits.
 - (ii) Title VIII of the Civil Rights Act of 1968 (P.L. 90-284) as amended, administering all programs and activities relating to housing and community development in a manner to affirmatively further fair housing; and will take action to affirmatively

(11) Continued

further fair housing in the sale or rental of housing, the financing of housing, and provision of brokerage services within the applicant's jurisdiction.

- (iii) Section 109 of the Housing and Community Development Act of 1974, and the regulations issued pursuant thereto (24 CFR 570.601), which provides that no person in the United States shall, on the ground of race, color, national origin or sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity funded in whole or in part with Title I funds.
- (iv) Executive Order 11063 on equal opportunity in housing and nondiscrimination in the sale or rental of housing built with Federal assistance.
- (v) Executive Order 11246, and all regulations issued pursuant thereto (24 CFR Part 130), which provides that no person shall be discriminated against on the basis of race, color, religion, sex or national origin in all phases of employment during the performance of Federal or federally-assisted contracts. Such contractors and subcontractors shall take affirmative action to insure fair treatment in employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination, rates of pay or other forms of compensation and selection for training and apprenticeship.
- (vi) Section 3 of the Housing and Urban Development Act of 1968, as amended, requiring that to the greatest extent feasible opportunities for training and employment be given lower-income residents of the project area and contracts for work in connection with the project be awarded to eligible business concerns which are located in, or owned in substantial part by, persons residing in the area of the project.

(12) It will:

- (i) In acquiring real property in connection with the urban development action grant program, be guided to the greatest extent practicable under State law, by the real property acquisition policies set out under Section 301 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) and the provisions of Section 302 thereof;
- (ii) Pay or reimburse property owners for necessary expenses as specified in Section 303 and 304 of the Act; and
- (iii) Inform affected persons of the benefits, policies, and procedures provided for under HUD regulations (24 CFR Part 42).

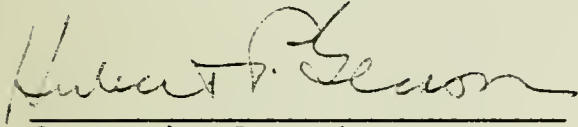
(13) It will:

- (i) Provide fair and reasonable relocation payments and assistance in accordance with Sections 202, 203, and 204 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and applicable HUD regulations (24 CFR Part 42), to or for families, individuals, partnerships, corporations or associations displaced as a result of any acquisition of real property for an activity assisted under the program;
 - (ii) Provide relocation assistance programs offering the services described in Section 205 of the Act to such displaced families, individuals, partnerships, corporations or associations in the manner provided under applicable HUD regulations;
 - (iii) Assure that, within a reasonable time prior to displacement, decent, safe, and sanitary replacement dwellings will be available to such displaced families and individuals in accordance with Section 205(c)(3) of the Act, and that such housing will be available in the same range of choices to all such displaced persons regardless of their race, color, religion, national origin, sex, or source of income;
 - (iv) Inform affected persons of the benefits, policies, and procedures provided for under HUD regulations; and
 - (v) Carry out the relocation process in such a manner as to provide such displaced persons with uniform and consistent services, including any services required to insure that the relocation process does not result in different or separate treatment to such displaced persons on account of their race, color, religion, national origin, sex, or source of income.
- (14) It will establish safeguards to prohibit employees from using positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.
- (15) It will comply with the provisions of the Hatch Act which limit the political activity of employees.
- (16) It will give HUD and the Comptroller General through any authorized representative access to and the right to examine all records, books, papers, or documents related to the grant.
- (17) It will insure that the facilities under its ownership, lease, or supervision which shall be utilized in the accomplishment of the project are not listed on the Environmental Protection Agency's (EPA) list of Violating Facilities and that it will notify the Federal grantor agency of the receipt of any communication from the Director of the EPA Office of Federal Activities indicating that a facility to be utilized in the project is under consideration for listing by the EPA.

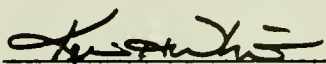
- (18) It will comply with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973, Public Law 93-234, 87 Stat. 975, approved December 31, 1976. Section 102(a) requires, on and after March 2, 1975, the purchase of flood insurance in communities where such insurance is available as a condition for the receipt of any Federal financial assistance for construction or acquisition purposes for use in any area that has been identified by the Secretary of the Department of Housing and Urban Development as an area having special flood hazards. The phrase "Federal financial assistance" includes any form of loan, grant, guaranty, insurance payment, rebate, subsidy, disaster assistance loan or grant, or any other form of direct or indirect Federal assistance.
- (19) It will require the facility to be designed to comply with the "American Standard Specifications for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped," Number A117.1-1961, as modified (41 CFR 101-17.703). The applicant will be responsible for conducting inspections to insure compliance with these specifications by the contractor.

Approved as to form:

CITY OF BOSTON

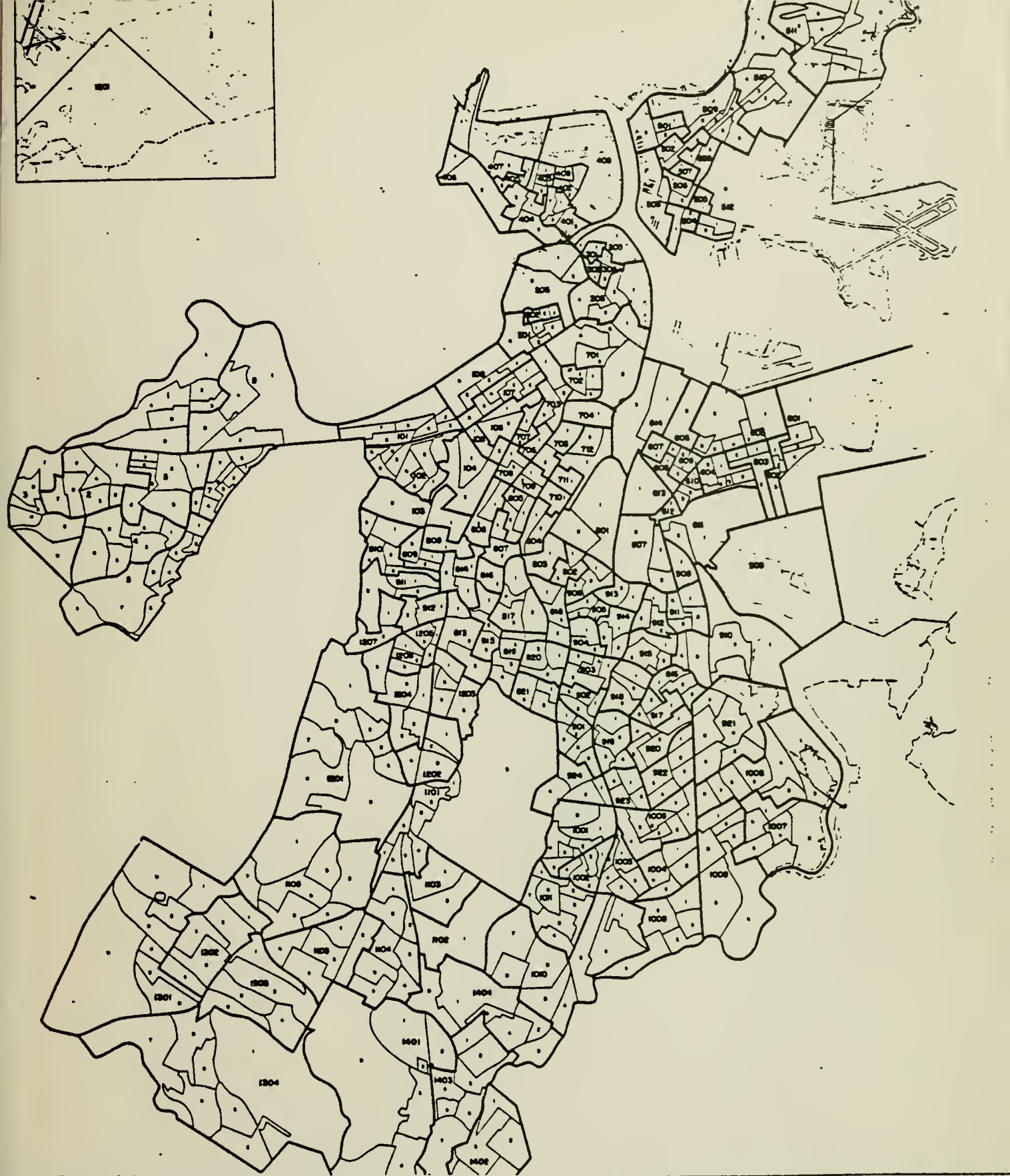


Corporation Counsel

By: 
Mayor

PART VIII
MAPS





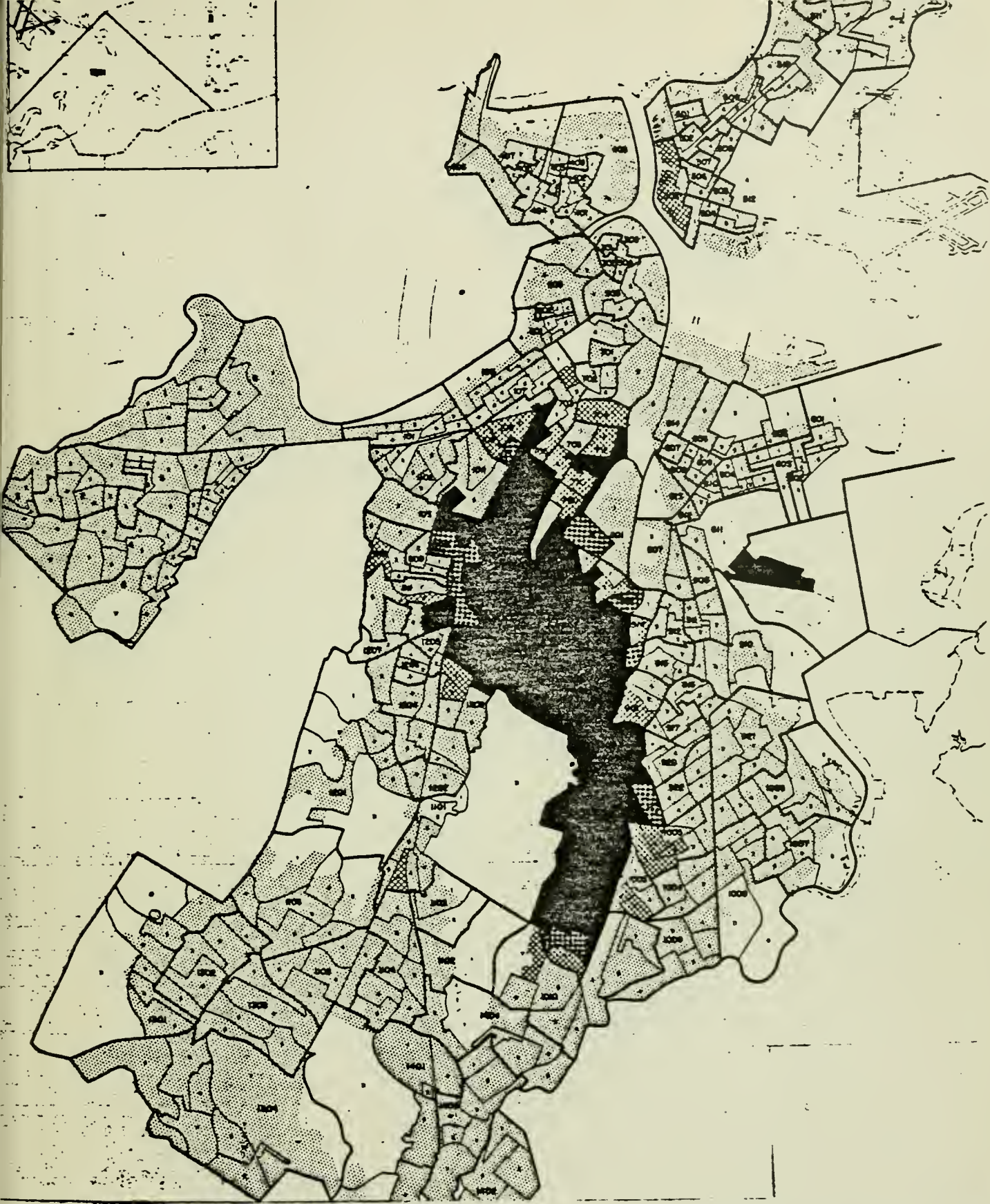
CENSUS TRACTS, 1970

0 1 2 MILES

MAP A







CONCENTRATIONS OF MINORITY GROUPS

PERCENT BLACK 1970

LESS THAN 10%



10 - 29%



30 - 49%



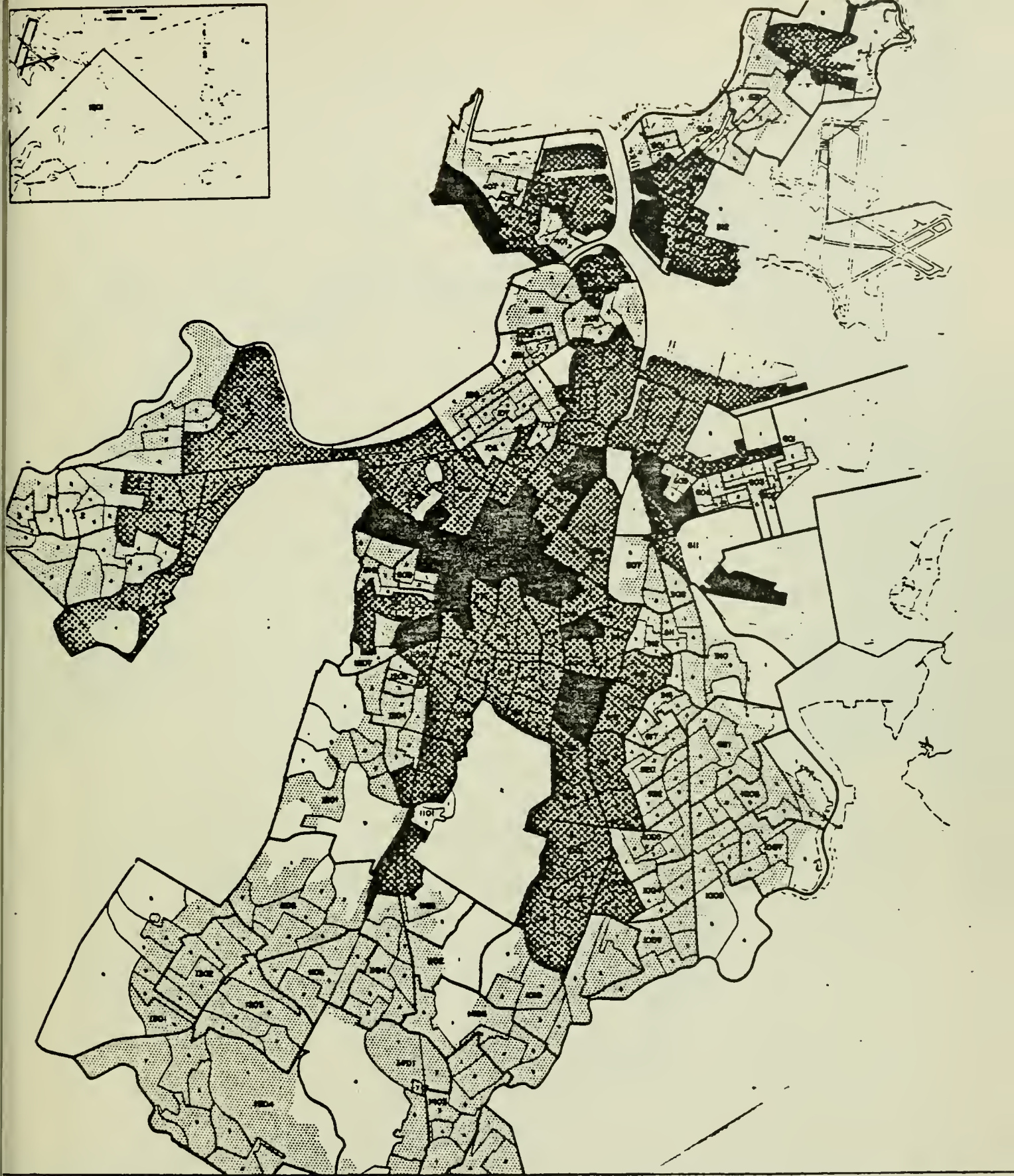
50% OR OVER



0 1 2 MILES

MAP B





CONCENTRATIONS OF LOW INCOME PERSONS

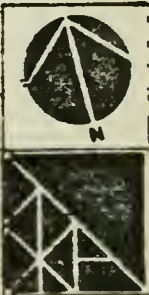
PERCENT OF FAMILIES
EARNING LESS THAN
\$5000 PER YEAR

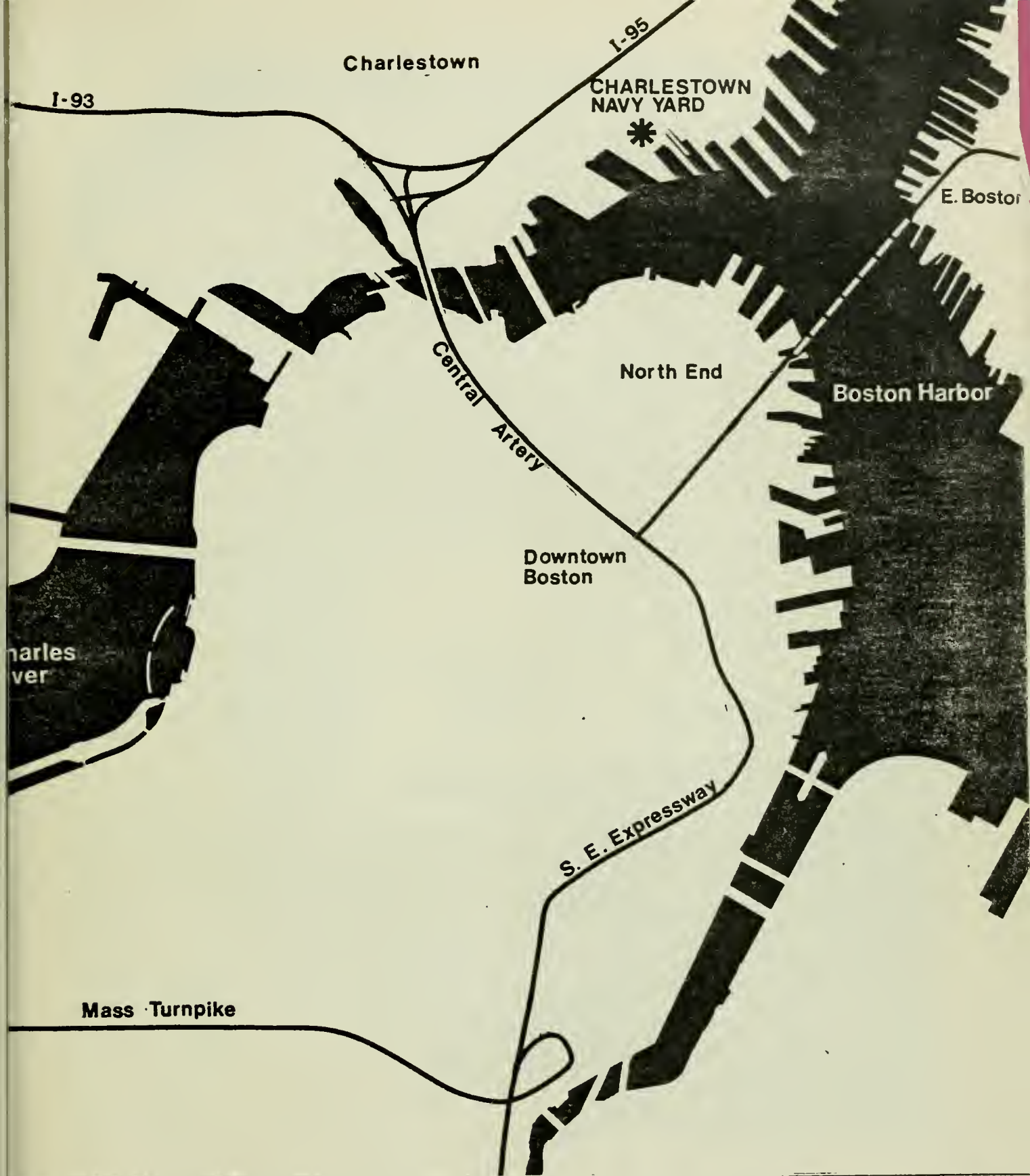
LESS THAN 20%
20 - 30%
30% OR OVER



0 1 2 MILES

MAP C





LOCATION OF PROPOSED
PROJECT AND ACCESS

-70-

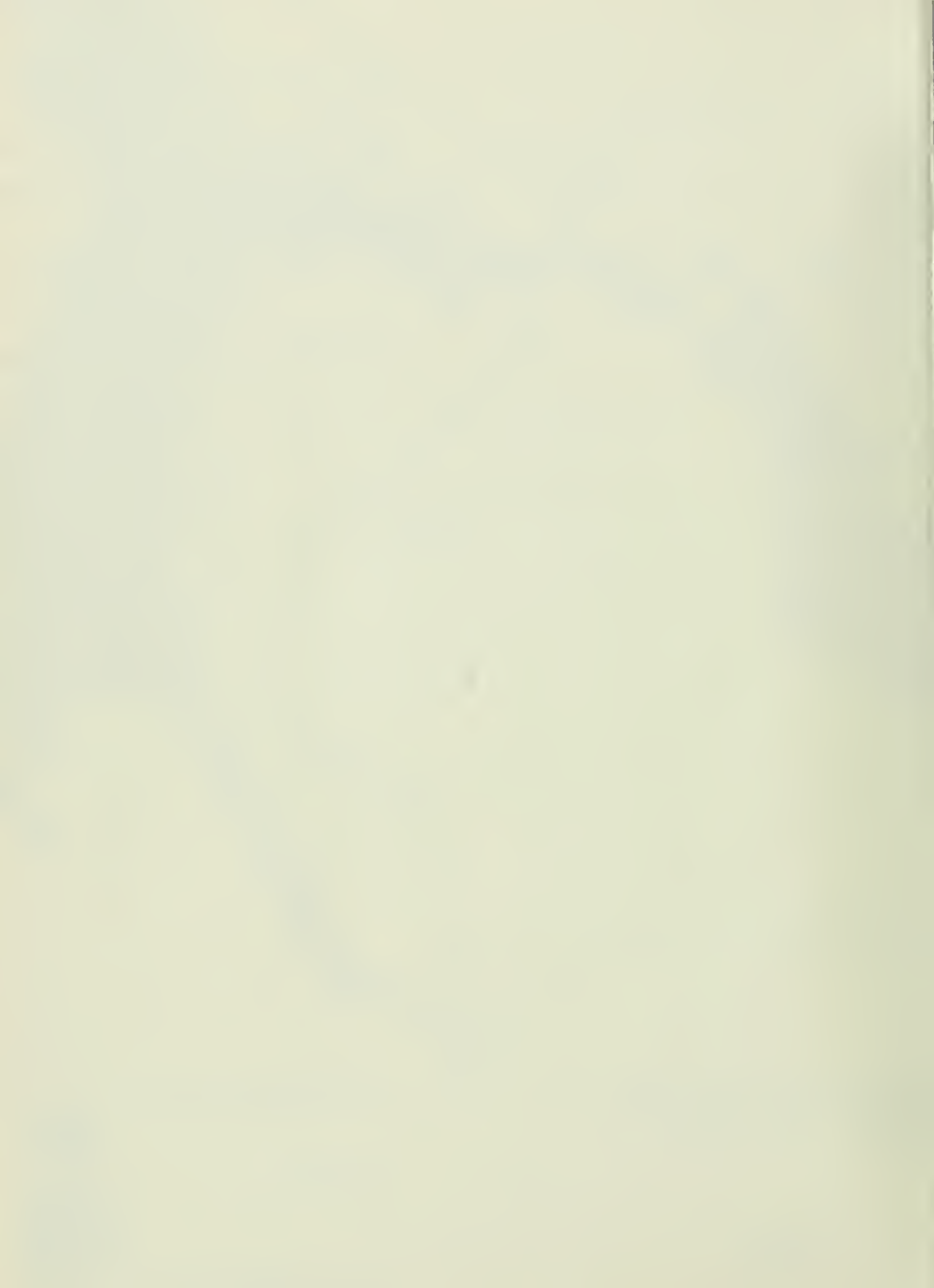
MAP D

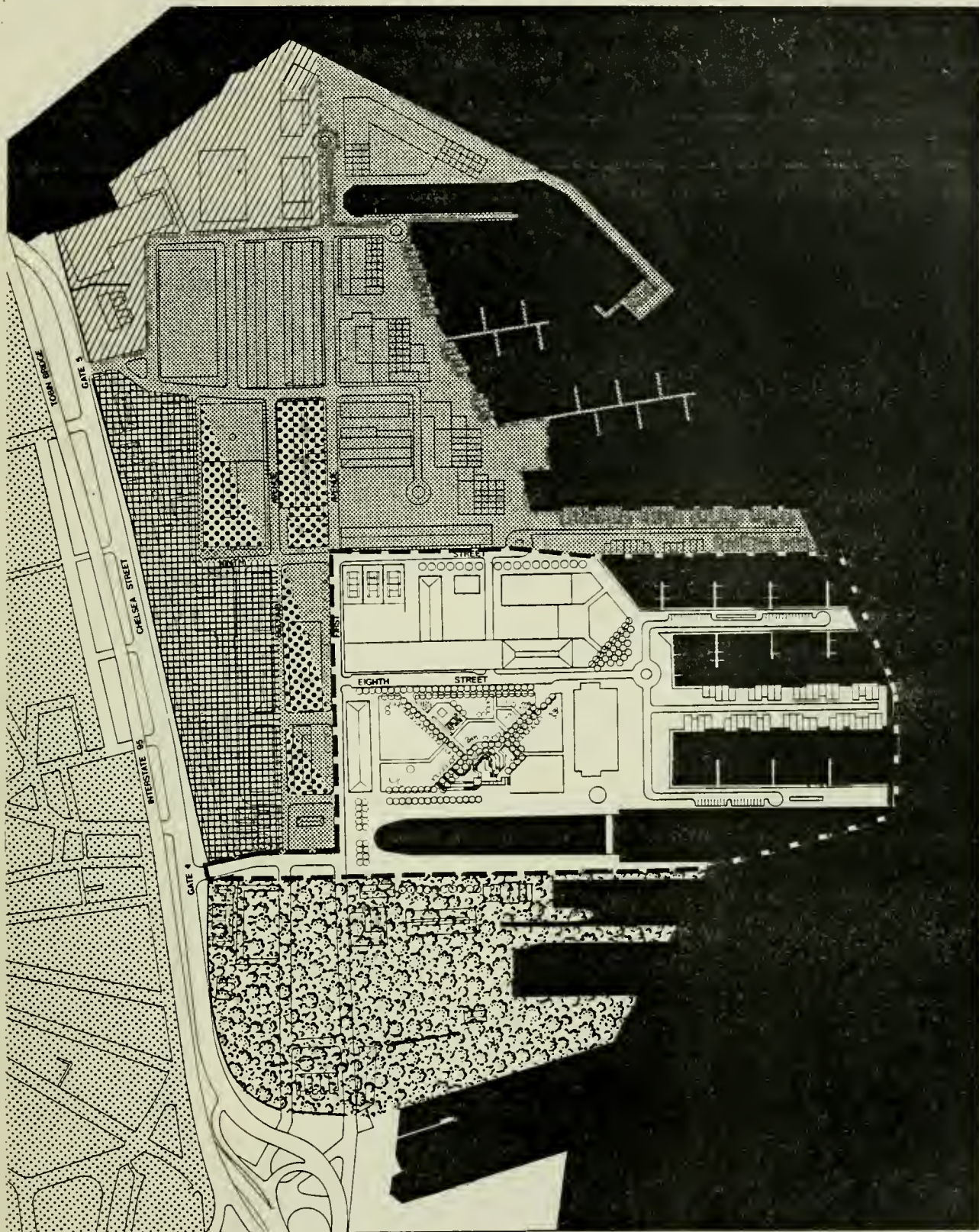
0 1400 2800 FT



CHARLESTOWN NAVY YARD 
EXPRESSWAY 

BOSTON REDEVELOPMENT AUTHORITY





PROJECT LOCATION AND SURROUNDING LAND USE

0 450 900 FT

MAP E

PROJECT AREA		INDUSTRIAL	
EXISTING RESIDENTIAL		PARK, OPEN SPACE	
PROPOSED RESIDENTIAL		PROPOSED RETAIL	
INSTITUTIONAL			



B65M.C c.1

CHARLESTOWN NAVY YD.

Boston. Office of the

AUTHOR Mayor. (Boston Plan)

TITLE Charlestown Naval Ship-
Yard: UDAG Application.

B65M.C

c.1

CHARLESTOWN NAVY YD.

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